The Hong Kong Daily Press.

No. 5625 號五十二百六千五第 日四初月一十年亥乙緒光 HONGKONG, WEDNESDAY, DECEMBER 1st, 1875. 三拜禮 號一月二十英 港香 [PRICE $2½ PER MONTH.

Arrivals.

November 29, LACLOHITORU, French gunboat, Rievenur, from Singapore 20th November.

November 30, CHINA, German str., 648, P. H. Hennings, Canton 29th November, General.—SIEMSSEN & Co.

November 30, VOLGA, French steamer, 965, Nomdedeu, Yokohama 23rd November, General.—MESSAGERIES MARITIMES.

November 30, CARRICK CASTLE, British ship, 898, James Dodds, Cardiff 23rd July, Coals.—ADAMSON, BELL & Co.

November 30, MACTAN, Spanish str., 301, Larinaga, Manila 27th Nov., General.—H. KIÆR.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, NOVEMBER 30TH.

Hammonia, for Bangkok.
Amiral Devoulx, for London.
China, str., for Ningpo and Shanghai.
Irene, for Takao.
Ching-too, for Guam.

Departures.

November 30, VICTOR, for Whampoa.
November 30, VIRGINIA, for Callao.
November 30, ORIENTEN, for Samarang and Sourabaya.
November 30, HONGKONG, for Bangkok.
November 30, MATHILDE, for Amoy.
November 30, DORA, for Sual.

Passengers.

ARRIVED.

Per *Volga*, str., from Yokohama:—
Messrs. H. Lesworth, McArthur, Hardy, Sarda, Bifi, Amasson, Cheynet, Fujikuro, Outunija, Ferreos, Durand, Esbardel, Rossoti, and Paoló, and 4 Chinese.

Per *Mactan*, str., from Manila:—
1 Cabin.

DEPARTED.

Per *Hammonia*, for Bangkok:—
20 Chinese.
Per *China*, str., for Ningpo, &c.:—
20 Chinese.
Per *Irene*, for Takao:—
1 Chinese.

Reports.

The Spanish steamship *Mactan* reports left Manila on 27th November, and had light monsoon and fine weather throughout.

The French steamship *Volga* reports left Yokohama on 23rd November, and had strong W. winds and high sea on the Japanese Coast; since then fine weather to arrival.

The British ship *Carrick Castle* reports left Cardiff on 28th July. Crossed the Equator, 31 days out, in long. 26.40 W.; passed the meridian of the Cape of Good Hope, 53 days out, and entered the Ombay Passage in 87 days out. Passed through the Gillolo, and the Matalatos and Yap Islands in lat. 2. Passed through the Bashee Channel on the 27th November, and arrived in Hongkong on the 30th, passage 126 days. Had strong Westerly winds running down the Easting, and light variable airs, after entering the Ombay Passage, and did not get the N.E. monsoon till lat. 12 N. On 4th Oct., lat. 36.23 S. and 85.25 E. in a fresh Southerly breeze with a heavy breaking sea running, the result of a recent gale, George Routledge, sailmaker, was washed overboard, a life buoy was thrown, a look-out placed at the mast-head, ship hove-to, and a boat lowered manned with the second officer and five men; they returned after a fruitless search of four hours, tacked the ship about the place until night had set in, and seven hours after the occurrence pursued the voyage.

YOKOHAMA SHIPPING.

ARRIVALS.

November 16th, str. Lotus from London *viâ* Hongkong, str. Menzaleh from Hongkong, str. Malacca from Hongkong; 18th, str. Nagoya Maru from Shanghai.

DEPARTURES.

November 16th, str. Bombay for Hongkong; 17th, str. Genkai Maru for Shanghai; 18th, Alexandra for Nagasaki; 19th, str. Hiogo Maru for Hakodadi.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(Per last Mail's Advice.)

Vessels.	From.	Date of Arrival.
Lyra	Manila	October 12
Ulysses (s.)	China Ports	October 15

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	From.	Dates.
Atona	Cardiff	April 28
Lanercost	Cardiff	Mch. 29
Prince Louis	Cardiff	May 2
Robert Boak	Falmouth	May 3
Birker	London	June 26
Coldstream	London	June 30
Minnesota	Charleston (U.S.)	June 30
Iris	Hamburg	July 7
J. Christian	Cardiff	July 16
America	Cardiff	July 17
Mahor	Cardiff	July 18
Gustav Adolph	Hamburg	July 19
Alfredo	Cardiff	July 23
Boreal	Cardiff	July 24
Hopewell	London	July 30
Stefano	Cardiff	July 30
Lea	Penarth	July 30
Fyen	Newport	July 31
Thingvalla (s.)	Antwerp	August 11
Gryfe	London	August 13
Sarah Nicholson	Cardiff	August 17
Paradise	Cardiff	August 20
Marina	London	Sept. 4
Iphigenia	Hamburg	Sept. 4
Carolus Magnus	Rio Janeiro	Sept. 4
Christian	Cardiff	Sept. 7
Auguste	Cardiff	Sept. 18
Garabaldi	Portland O.	Sept. 24
Formosa	Hamburg	Sept. 26
Sir H. Parkes	London	Sept. 28
Carricks	London	October 4
Hermann	Cardiff	October 6
Montgomeryshire (s.)	London	October 7
Ferdinand	Cardiff	October 13
Esmeralda	Cardiff	October 14

Auction Sales To-day.

None.

PATENT SLIP & DOCK COMPANY AND NOVELTY IRON WORKS, No. 32, PRAYA WEST, MACHINE, BOILER, AND BLACKSMITH SHOPS, IRON AND BRASS FOUNDERS.

THE Undersigned is now prepared to take on large Vessels for PAINTING and RE-COPPERING; also large REPAIRS to Hulls and Machinery, &c.

A Large Assortment of Spars and Lumber, Iron and Copper Plates, Iron and Brass Rods, Pitch, Oakum, and Felt, Sheathing Metal and Nails, Rivets, Screw Bolts and Wood Screws always on hand.

Boats and Steam Launches built to order.

H. C. BAILIE, *Manager.*

Office, Novelty Iron Works, Praya West, Hongkong, 26th July, 1875. [6m 1148

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.) SOLE AGENT FOR CHINA, F. PEIL, *Hongkong, Shanghai, Cologne (Germany.)*

To be Let.

TO BE LET, *With Immediate Possession,* THE HOUSE No. 7, Gough Street. Apply to GIBB, LIVINGSTON & Co.
1473 Hongkong, 29th September, 1875.

TO LET, *With Immediate Possession,* THE Semi-detached RESIDENCES Nos. 1 and 2, WESTBOURNE VILLAS, Bonham Road.
HOUSES on Upper Mosque Terrace. All with Gas and Water laid on.
Also, A First-class GODOWN at Wanchi of about 5,000 tons capacity.
Apply to T. G. LINSTEAD.
1464 Hongkong, 28th September, 1875.

TO LET, *With Immediate Possession,* TWO DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co.
The Upper Portion of the PREMISES, No. 44, Queen's Road, lately in the occupation of Messrs. G. DUBOST & Co.
The HOUSE, No. 35, Wellington Street, lately in the occupation of Messrs. ROSE & Co.
The DWELLING HOUSE and OFFICES, No. 1, Stanley Street, lately in the occupation of Messrs. DREYER & Co.
The HOUSES, Nos. 11, 13, and 15, Gage Street.
The DWELLING HOUSE, No. 4, Alexandra Terrace.
The STORE and DWELLING HOUSE, No. 31, Queen's Road, at present in the occupation of Miss GARRETT. Possession from 1st November.
DOUGLAS LAPRAIK & Co.
tf 1550 Hongkong, 23rd October, 1875.

TO LET. THE PREMISES lately occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET. SOME HOUSES on PEDDAR'S HILL. No. 2, SEYMOUR TERRACE. No. 7, GARDEN ROAD, known as "HARPERVILLE."
Apply to DAVID SASSOON, SONS & Co.
tf 512 Hongkong, 4th October, 1875.

TO LET, *(With Possession on the 1st November.)* THE HOUSE and PREMISES known as CRAIGELLACHIE, situated on the Bonham Road, lately in the occupation of E. JENSEN, Esq., and now of P. KARBERG, Esq. Good Stabling. Gas and Water laid on.
Apply to E. SHARP & TOLLER, *Solicitors.*
1523 Hongkong, 11th October, 1875.

TO LET. A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to S. E. BURROWS & SONS.
tf 453 Hongkong, 20th March, 1875.

TO LET. THE Premises known as the "THE WOODLANDS," newly painted and in Good Order.
Apply to REMEDIOS & Co.
tf 131 Hongkong, 22nd January, 1875.

TO LET, *Possession on the 1st January,* 1876, THE PREMISES on the Praya, known as Messrs. DENT & Co.'s CENTRAL BUILDING.
ROZARIO & Co.
1537 Hongkong, 25th October, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND........100,000 of Dollars.

Court of Directors:—
Chairman—AD. ANDRE, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. Belilios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | A. McIver, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
,, 6 ,, 4 ,, ,,
,, 12 ,, 5 ,, ,,
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation, No. 1, Queen's Road East, Hongkong, 12th August, 1875.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.
A Discount of 20 °/. allowed.
HOLLIDAY, WISE & Co., *Agents.*
48 Hongkong, 8th January, 1875.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.
Established 1809.
CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 °/.)
GILMAN & Co., *Agents.*
tf 1063 Hongkong, 7th July, 1874.

CHINESE INSURANCE COMPANY, (LIMITED).
NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co., *General Agents.*
tf 851 Hongkong, 17th April, 1873.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/.) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co., *Agents.*
tf 1193 Hongkong, 27th June, 1872.

For Sale.

FOR AUTUMN AND WINTER.

SAYLE & CO.

BEG to call attention to their Stock of GOODS (in the following Departments) suitable for the present and coming Seasons.

TAILORING DEPARTMENT.

Black and Blue Berlin COATINGS.
NOVELTIES in CHEVIOTS and HOMESPUNS (suit lengths only.)
A good selection of new Patterns in TROUSERINGS.
A few Vest lengths of Fancy Berlin VESTING.
Thin Blue SERGE, suitable for present wear.
White CRICKETING FLANNELS of various textures.
Oxford TWILL, SILK and WOOL, and ALL WOOL PAJAMA SUITS.
DRESSING GOWNS, &c., &c.
Gentlemen may rely upon their orders being executed with the utmost care and despatch.

OUTFITTING DEPARTMENT.

Latest Shapes in Black and Drab FELT HATS, DRESS HATS, OPERA HATS, SMOKING CAPS.
New designs in SCARVES, including the "Four-in-Hand Club," "Tennyson," "Windsor," "Club House," and others.
COLLARS of various Shapes.
DRESS SHIRTS, with Embroidered Fronts.
LONGCLOTH SHIRTS, with Military Fronts.
Regatta and Oxford TWILL SHIRTS, a large assortment of Patterns.
White and Colored MERINO and CASHMERE UNDER VESTS and PANTS.
SILK, BALBRIGGAN, White and Fancy COTTON, and MERINO SOCKS.
Knickerbocker STOCKINGS for Shooting.
HANDKERCHIEFS, Plain and Hemstitched.
White, Turkish, Honey-comb, and other TOWELS.
Bath BLANKETS.
Patent DRESS and KID SHOES.
Single and Double Sole BOOTS.
Sole LEATHER OVERLAND TRUNKS, with Trays.
SOUTHGATE'S PATENT OVERLAND TRUNKS, with Trays.
PORTMANTEAUS, COAT CASES, Gladstone and Brief BAGS.
CANVAS BAGS for Soiled Linen for Travelling.
WALKING STICKS.
MEERSCHAUM PIPES, CIGAR TUBES, &c., &c.

SAYLE AND CO., VICTORIA EXCHANGE, *QUEEN'S ROAD AND STANLEY STREET,* HONGKONG; AND AT SHANGHAI.

FOR SALE, the SCHOONER YACHT *LOITERER,* 44½ Tons Register.
For Particulars, apply to HEARD & Co.
14d 1743 Hongkong, 24th November, 1875.

JUST RECEIVED and for SALE, 30 Cases of Choice AMONTILLADO SHERRY, in One Dozen Cases. Cavite Cheroots and Segars. Apply to J. M. GUEDES, JR.
1705 Hongkong, 17th November, 1875.

COAL DEPOT.
COALS of all description supplied to Steamers by the Undersigned.
Orders may be left at the Godowns, Wanchai, with Mr. J. MACLEHOSE, or LEONG AH YON, Praya.
LANDSTEIN & Co.
6m 1620 Hongkong, 1st November, 1875.

FOR SALE.
BERLIN TIVOLI BEER. Apply to WIELER & Co.
tf 1664 Hongkong, 10th November, 1875.

DEATH TO WHITE ANTS.
THE Undersigned has received a further supply of MALPAS'S PATENT COMPOUND for Preserving Timber from the Ravages of White Ants.
One Package will prepare 200 superficial feet of Flooring. Price 50 Cents per Package.
W. H. NOTLEY, *For B. Davies, Sole Agent for China.*
No. 6, Stanley Street, 1st Oct., 1875. [3m 1481

PHOTOGRAPHY.

GREAT REDUCTION IN PRICES.

Until further notice (to reduce Stock) our Prices for Carte de Visite portraits will be as follows:—

On MONDAYS, TUESDAYS, WEDNESDAYS, and SATURDAYS.
Per Dozen.......................$2.00
For CASH paid at time of sitting ONLY.

On THURSDAYS and FRIDAYS.
The first dozen.......................$4.00
Extra quantities, per dozen.......................$2.00
Copies of Negatives in stock per dozen...$2.00

FOR THE HONGKONG PHOTOGRAPHIC COMPANY, H. EVERITT.
Corner of Wyndham and Wellington Streets *(Nearly opposite the German Club.)*
N.B.—Mr. EVERITT obtained the Certificate of Merit at the Dublin Exhibition, 1862.
3m 1624 Hongkong, 1st November, 1875.

DUC DE MONTEBELLO CARTE BLANCHE CHAMPAGNE:—
Quarts.................$15 per case (1 dozen.)
Pints...................$16 ,, ,, (2 ,,)
5 °/. discount on 25 Cases.

BOURBON WHISKEY, $12 per case (1 dozen.)
FOR SALE BY HEARD & Co.
975 Hongkong, 23rd June, 1875.

FOR SALE.
DWELLING HOUSES No. 1 and No. 2, St. John's Place.
Apply to S. E. BURROWS & SONS.
653 Hongkong, 1st May, 1875.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will Sell by Public Auction, at their Sale Room, Praya, on

FRIDAY,

the 3rd December, 1875, at Noon,—
An Invoice of MORTON'S OILMAN'S STORES, MUSTARD, VINEGAR, SALAD OIL, SAUCES, PICKLES, TART FRUITS, OLIVES, RAISINS, ALMONDS, CURRANTS, CANDIED PEEL, JAMS, JELLIES, Table SALT, COCOA and MILK, OATMEAL, CHEDDAR CHEESE, Loaves of SUGAR, BAKING POWDER.
Also,
IRON PLATES, assorted sizes;
ANGLE IRON, do. do.;
SHEET LEAD, 3½lbs. to 5lbs. per foot;
SHEET ZINC,
&c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
1770 Hongkong, 1st December, 1875.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000 at the usual rates subject to an immediate discount of 20 °/.
Attention is invited to a considerable reduction in premia for Life Insurance in China.
Life Policies effected during the year 1875, Share in the Bonus to be declared on 31st December for the quinquennial period then ending.
A. MACG. HEATON.
1465 Hongkong, 27th September, 1875.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.
NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/.) on Local Risks only.
RUSSELL & Co., *Agents.*
tf 1800 Hongkong, 4th June, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.
A Discount of Twenty per cent. (20 °/.) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD, *Agent, Sun Fire Office.*
1335 Hongkong, 26th August, 1874.

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co., *Agents, Royal Insurance Company.*
tf 1780 Hongkong, 28th October, 1874.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.
CHAS. H. MORGAN, *Agent.*
1y 944 Hongkong, 18th June, 1875.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/.) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 °/.) only.
SIEMSSEN & Co., *Agents.*
tf 1028 Hongkong, 1st July, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20 °/.) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co., *Agents.*
1 Hongkong, 1st January, 1874.

THE LONDON ASSURANCE,
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 °/. allowed.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 26th July, 1872.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
tf 674 Hongkong, 1st May, 1874.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1848.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

Intimations.

MAC EWEN, FRICKEL & Co. HAVE FOR SALE, EX LATE ARRIVALS,
COPYING PRESSES.
ENGINEERS' FITTINGS.
WHITWORTH'S TAPS and DIES.
TAPE MEASURES, 100 feet.
BENCH VICES.
GALVANIZED IRON CHAIN, assorted sizes.
SEIZING WIRE.
IRONMONGERY.
COFFEE MILLS, with Fly Wheels.
Kentucky, Ballard, and Sporting RIFLES.
GLASSWARE, complete sets.
DINNER SERVICES.
CUMSHAW TEA, in 5 oy. and 10 oy. Boxes.
DELARUE'S PLAYING CARDS.
MANILA CIGARS, Cavite and Fortin.
BUCKWHEAT and RYE FLOUR.
CRACKED WHEAT and HOMINY.
BASS'S ALE, bottled by CAMERON and SAUNDERS, in Pints and Quarts.
AITKEN'S Falkirk ALE, in Pints and Quarts.
JEFFERY'S Edinburgh ALE, ,, ,,
GUINNESS'S STOUT, bottled by E. and J. BURKE, in Pints and Quarts.
Pale Dry Dinner SHERRY.
SACCONE'S SHERRY.
Fine OLD PORT.
Breakfast and Dinner CLARETS.
HOCK and SAUTERNE. MOSELLE.
HENNESSY'S BRANDY, One, Two, and Three Star.
VICTOR BOULLAND'S BRANDY.
COURVOISIER'S do.
MARTELL'S do.
La Grande Marque do.
CURACOA, MARASCHINO, and CHARTREUSE.
GINGER WINE.
Glendee WHISKY.
KINAHAN'S LL WHISKY.
BOURBON WHISKY.
KRUG'S CHAMPAGNE, in Pints and Quarts.
JULES MUMM'S do.
An Assortment of CHRISTMAS STORES, from JOHN MOIR and SON, and CROSSE and BLACKWELL.
342 Hongkong, 1st December, 1875.

THOMPSON AND HIND ARE NOW SHOWING
BLACK and COLOURED SILKS, especially selected to wear well.
VELVETS and VELVETEENS, in all Colors.
HOMESPUNS, FRENCH MERINOES, CAMLETS.
PLAIN and FANCY FLANNELS, for Morning Gowns.
LADIES' and CHILDREN'S HATS.
New Colors in RIBBONS, FLOWERS, and FEATHERS.
SHAWLS for Chairs, CARRIAGE RUGS.
BEST WHITE BATH and WHITNEY BLANKETS.
BELGIAN COUNTERPANES and TOILET COVERS.
MELTON CLOTH, SERGE, and HOMESPUN COSTUMES, made in Latest Style.
A Large Variety of CHRISTMAS TOYS and PRESENTS for Children.
LADIES' BOOTS and SHOES, Buttons, and Elastics.
GENTLEMEN'S FELT HATS, in Latest Shapes—The Cantab, Bute, Ryde, Athol, Argyle, and Stamford.
WHITE SHIRTS, Collars attached, cut specially low in the neck.
SCARVES, TIES, CRAVATS, BOOTS, SOCKS, UNDERVESTS, and UMBRELLAS.
A Few OVERLAND and RAILWAY TRUNKS.
33, QUEEN'S ROAD.
666 Hongkong, 16th November, 1875.

FOR SALE.
LETTS' DIARIES for 1876, in every variety.
LANE, CRAWFORD & Co.
tf 1560 Hongkong, 19th October, 1875.

STEAMERS FOR SALE.

AN IRON SCREW STEAMER, built at Dumbarton in 1862, 185ft. long, 25½ft. broad, 14½ft. deep; has a Poop and Forecastle; Tonnage (gross) 510 tons, (net) 347 tons, schooner-rigged; combined power of engines 120 h.p.; has always been kept in good order, and will carry 550 tons on a draught of 14ft.

A Strong, Well Built, IRON SCREW STEAMER, brig-rigged, launched at Greenock in 1857, has Two Decks, Top-gallant-forecastle, and Deck-houses; Gross Tonnage 1,167 tons, Nett Tonnage 912 tons; has Two Engines of combined power 170 h.p.; Length 241ft., Beam 32ft., Depth 20ft. 6in.; will carry 1,300 tons on a draught of 18ft.
For further particulars, apply to LANE, CRAWFORD & Co.
1723 Hongkong, 19th November, 1875.

LOST, on the Morning of 8th November, 1875, at 10 o'clock, a MANILA LOTTERY TICKET (No. 2215.) KOONG POEY CHUN, No. 69, Wing Lock Street.
14d 1710 Hongkong, 18th November, 1875.

DANISH CONSULATE, Hongkong, 13th August, 1875.

NOTICE is hereby given, that Charts of Hongkong, shewing the track of the GREAT NORTHERN TELEGRAPH COMPANY'S CABLE have been placed in the Harbour-master's Office, as well as in this Consulate, for the information of Shipmasters and Pilots. If any vessel should accidentally get hold of the Cable and bring it to the surface, the Master is requested to do all in his power to clear it without damaging it.

The following is the exposé of the track of the Cables—

On the Island of Hongkong the Company's Cable is landed in the middle of Deep Water Bay, from where it runs about South midway between Middle Island and Hongkong Island, round Round Island, curving S.E. and E. midway between Tytam Peninsula on Hongkong Island and Lochau Island, and midway between Tylong Head (Cape d'Aguilar) and Soon Kong, from which place it runs East for about a hundred miles, then gradually bending Northward in a distance 25 to 30 miles off the coast of China.

At 25 miles S.S.E. of Chapel Island a Cable branches off, and runs N.N.W. two miles to the Northward of Chapel Island between Woo Seu and Chanchat Rocks, close to the North of Tsing Seu, close to the North of Taepan Shoal, and close under Taepan Point, from where it runs in a straight line to the landing place, which is just inside the Southern Point of the Island of Kulang Seu.

From 25 miles outside Chapel Island the Cable runs N.E. about 30 miles outside Chimmo, 15 miles off Turnabout, 30 miles off Tung Ying, from which place it bends more Northward, 35 miles off Pih Ki Shan, 20 miles off the Hie Shan Islands, 30 miles off Tong Ting to North of the Leuconna Group, where it rounds and turns West until it, at a point midway between the Northernmost Island of the Chin San Group, runs within a mile South of Davis Islands and S.W. and W. of Morrison Island up to Gutzlaff, where it is landed on the South West side.

Starting from the same place on Gutzlaff two Cables follow the East and North side of the Yangtsze River's South Bank, as near inshore on the bank as possible right up to Pheasant Point, where they turn into the Woosung River along the right bank until they cross the Woosung River close beneath the Bar Marks, and are landed on the left Bank at the Company's Station.

From Gutzlaff the Cable to Nagasaki is running S.E. midway between Napier's and Bonham's Islands, and midway between Bonham and Brooke's Islands, then Easterly, North of Childer's Rock and four miles South of Barren Islands, from which place it runs in a straight line about E.N.E. till midway between Pallas Rock and Meac Sima (Asses Ears) on the coast of Japan.

H. KIÆR, *Acting Consul.*
1326]

Intimations.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of Shareholders in the Company will be held at the Company's Office, 39, Queen's Road, Victoria, at half-past three o'clock in the afternoon of FRIDAY, the 10th December next, for the purpose of confirming the Resolutions passed at the Meeting of the 26th November.
By order, JAS. B. COUGHTRIE, *Secretary.*
1758 Hongkong, 26th November, 1875.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THE Re-adjourned Extraordinary MEETING of Shareholders, held this day, has again been re-adjourned until TUESDAY, the 14th December, at 2.30 P.M.
By Order of the Court of Directors, JOHN DUNN, *Acting Secretary.*
22d 1739 Shanghai, 17th November, 1875.

THE CHINA AND JAPAN MUTUAL MARINE INSURANCE ASSOCIATION.
NOTICE.

APPLICATIONS for Allotment of Shares in the above Company will be received until the 13th December next.
Forms of Application for Shares, and Copies of Prospectus issued by the Provisional Committee, can be obtained at the Head Office of the CHINA AND JAPAN MARINE INSURANCE COMPANY, SHANGHAI, and, also from their Agents at Hongkong and other ports.
1757 Shanghai, 20th November, 1875.

IN THE SUPREME COURT OF HONGKONG.
ORIGINAL JURISDICTION.
Suit No. 48.
FOREIGN ATTACHMENT.
Plaintiffs,—THE HONGKONG AND SHANGHAI BANKING CORPORATION.
Defendants,—H. U. JEFFRIES, FREDERICK GRISWOLD HERON, J. E. ERNST, and C. H. WARREN, trading at Manila, under the style or firm of "RUSSELL AND STURGIS."

NOTICE is hereby given, that Two Writs of Foreign Attachment, wherein MALCOLM STRUAN TONNOCHY, Esquire, Marshal of the Vice-Admiralty Court, the Hongkong and Whampoa Dock Company, Limited, the Chartered Mercantile Bank of India, London, and China, and the Master of the S.S. *Leonor,* and ALFRED MANGER, resident Partner of the firm of Messieurs DOUGLAS LAPRAIK and Company are respectively named as Garnishees against all the Property, moveable or immoveable, of the above-named Defendants within the Colony, have been issued in this Suit pursuant to the Provisions of Section LXXXII. of "The Hongkong Code of Civil Procedure."
Dated the 26th day of November, 1875.
E. SHARP AND TOLLER, *Solicitors for the Plaintiffs,* Supreme Court House.
1759]

NOTICE.

THE Undersigned, having given up his Agency for dealing in Steam Re-reeled Silk for KAI-CHEONG-LOONG, Canton, from the 1st day of August, 1875, will not be responsible for any accounts contracted for the aforesaid firm, either before or after the above date.
YOW KWOK CHUN, NAM SING, 74, Queen's Road Central.
3m 1728 Hongkong, 20th November, 1875.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 °/. on the premia.
EDWARD NORTON & Co., *Agents.*
tf 8 Hongkong, January, 1875.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20 °/.) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*
333 Hongkong, 1st March, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/.) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co., *Agents.*
tf 1192 Hongkong, 27th June, 1872.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.
CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 °/. for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co., *Agents.*
tf 1089 Hongkong, 9th July, 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE, *Secretary.*
Hongkong, 1st November, 1871. [tf 385

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates,* subject to a bonus of 20 per cent.
SIEMSSEN & Co., *Agents.*
tf 30 Hongkong, 16th November, 1872.

Intimations.

FOR NINGPO AND SHANGHAI.
THE Steamship "CHINA,"
P. H. Hennings, Master, will be despatched for the above Ports TO-DAY (Wednesday), the 1st December, at 10 A.M.
For Freight or Passage, apply to SIEMSSEN & Co.
2d 1765 Hongkong, 30th November, 1875.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
THE Company's Steamship "VOLGA,"
Captain Nomdedeu, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.
C. BERTRAND, *Principal Agent.*
1766 Hongkong, 1st December, 1875.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
THE Company's Steamship "MENZALEH,"
Captain Pasqualini, will be despatched for SHANGHAI shortly after the arrival of the S.S. *Sindh* from Europe.
C. BERTRAND, *Principal Agent.*
1767 Hongkong, 1st December, 1875.

FOR NEW YORK.
THE A 1 British Bark "G. T. RAY,"
Fraser, Master, will load here and at Whampoa, and will have quick despatch as above.
For Freight, apply to VOGEL, HAGEDORN & Co.
1772 Hongkong, 1st December, 1875.

FOR SALE.
MESSRS. CHILLINGWORTH and SON'S CROWN SHERRY and PORT.
Apply to W. H. NOTLEY.
1m 1768 Hongkong, 1st December, 1875.

NOTICE.
THE CHINA FIRE INSURANCE COMPANY, LIMITED.
THE Transfer Books of the Company will be CLOSED from the 16th to the 31st instant, both days inclusive.
JAS. B. COUGHTRIE, *Secretary.*
1m 1769 Hongkong, 1st December, 1875.

AH KING begs to inform the Public that his FURNITURE ROOMS are now in ZETLAND STREET, No. 2, opening into Queen's Road, next to the Comptoir d'Escompte de Paris; where all descriptions of Articles necessary for completely Furnishing a House, may be had on reasonable Terms.
6m 1771 Hongkong, 1st December, 1875.

FOR SALE.
THE RIVER STEAMER *LEIN WHA,* of 50 Horse-Power, built by Messrs. J. INGLIS & Co., of Glasgow, and put together in Shanghai in 1872; Hull of Iron 125 feet long, 25 feet Beam, 5½ feet Hold; 3 Water-Tight Compartments, 3 Decks, with fore and aft Saloon on upper Deck; Tonnage Net 123 Tons; Speed 9 miles an hour.
This Vessel is well adapted for River Traffic, has accommodation for a large number of Passengers, and is economical in her consumption of Coal.
For further particulars, apply at the Office of the Undersigned, where model, &c., can be seen.
DOUGLAS LAPRAIK & Co.
1764 Hongkong, 30th November, 1875.

CANTON RACE CLUB.
OWING to the small number of Entries promised, it has been decided to hold no Race Meeting this year.
A. A. LIND, For the Committee.
2m 1548 Canton, 26th November, 1875.

WANTED IMMEDIATELY, by a Young Man, age 27, EMPLOYMENT (here or elsewhere), as CLERK, Assistant Book-keeper, Purser, or any place of trust; three years in China; good references, salary moderate. Address "J. M.," office of this Paper.
1704 Hongkong, 17th November, 1875.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED, IN LIQUIDATION.
NOTICE TO SHAREHOLDERS.
A FIRST DIVIDEND of ONE HUNDRED DOLLARS ($100) PER SHARE will be payable at the OFFICES OF THE HONGKONG AND SHANGHAI BANKING CORPORATION, HONGKONG, on and after January 1st, 1876, on which day Shareholders are requested to apply for Warrants at the Company's Office, 48, Queen's Road, Victoria, producing at the same time their Scrip for endorsement.
The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 31st December, 1875, both days inclusive.
ADOLF ANDRE, T. D. SASSOON, } Liquidators.
2m 1692 Hongkong, 15th November, 1875.

ED. CHASTEL, WINE AND SPIRIT MERCHANT, 17, WYNDHAM STREET, *Next to the "Daily Press" Office.*
N.B.—Price Lists and Samples on application.
935 Hongkong, 16th June, 1875.

G. O. ROGERS, D.D.S., *DENTIST,* No. 7, ARBUTHNOT ROAD, (Has returned, and is ready to receive Patients.)
tf 247 Hongkong, 23rd November, 1875.

Notices to Consignees.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer *ANCHISES* are hereby notified that the cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The cargo will be ready for delivery from Godown on and after the 24th November, 1875.
Goods undelivered after 1st December, 1875, will be subject to Rent.
BUTTERFIELD & SWIRE, *Agents.*
7d 1750 Hongkong, 24th November, 1875.

S.S. "*IRAOUADDY.*"
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo per S.S. *INDUS,* from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained from MONDAY, the 22nd inst., at 10 A.M.
Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon TO-DAY.
Bills of Lading will be countersigned by the Undersigned.
Goods unclaimed after FRIDAY, the 26th instant, at Noon, will be subject to rent and landing charges.
No Fire Insurance has been effected.
C. BERTRAND, *Principal Agent.*
1726 Hongkong, 19th November, 1875.

Notices of Firms.

HAVING resigned my Situation in the Yuen Fat-Hong, I have this day established myself as MERCHANT and COMMISSION AGENT, under the Style of "SUN GHEE & Co."

C. SUN GHEE.

1685 Hongkong, 12th November, 1875.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.

OFFICE—No. 6, *Stanley Street.*

W. H. NOTLEY.

tf 1765 Hongkong, 24th October, 1874.

THE CHRONICLE AND DIRECTORY, FOR 1876,

(With which will be incorporated the CHINA DIRECTORY).

THE Publisher requests that those who have not yet returned the printed forms which have been sent to them to fill up, will be good enough to do so *without delay.* Any persons who have recently arrived, and to whom printed forms have not been sent, are respectfully requested to forward their names and addresses as early as possible for insertion.

Daily Press Office, November 22nd, 1875.

The Daily Press.

HONGKONG, DECEMBER 1ST, 1875.

THE Reuter's telegrams just received, and published in another column, indicate anything but a satisfactory feeling among the Chinese with regard to the recent negotiations. They appear to bear out what we stated yesterday, that the difficulty has only been settled temporarily. It may be inferred that the war party in the Government are discontented with the terms agreed upon, and it is possible they have instigated the people to post the placards about the capital. It is no new dodge for officials to employ agents to excite and direct popular feeling, and then to disavow and discountenance its exhibition. The mob has always been a favourite instrument in the hands of unfriendly officials in China, and it may have been used on this occasion to excuse some contemplated breach of faith or expression of inability to carry out the demands of HER MAJESTY'S Minister.

THE cloud between Japan and Corea appears to have blown over, for the present, at least. That this is due to the firmness of the Japanese Government in resisting the counsels of the war party is of course obvious. Whether or not the peaceful solution of the difficulty between England and China influenced the Japanese Ministry in their maintenance of a pacific attitude it is impossible to say. No doubt it had some weight, for it must have been manifest to them that it would not have been safe to count upon the non-intervention of China in a struggle with one of her tributaries unless her hands had been tied by other affairs. Japan has undoubtedly chosen the wisest and safest course. A foreign war could not have brought her much profit; it must have involved her in great expense. Her finances are, too, not in a condition to bear the strain a prolonged war would entail. Neither would it have given an impetus to any important branch of native manufacture. In fact there was nothing to gain but honour, and considering the known inferiority of the Coreans in arms and equipments, victory would, after all, have added little to the reputation of Japanese arms. It must, therefore, on all accounts be a matter of congratulation to the people of Japan that their Government has avoided a conflict with Corea. It is now at liberty to occupy itself in the various internal reforms still so much needed; and the money that would have been spent in war can be devoted to far better and more useful objects. The development of the resources of the country, and consequent diminution of the poverty abounding, should be the immediate care of the Government.

THE coal mines of Formosa would, if properly worked and developed, be the main source of wealth in that favoured island. The deposits are very rich and only need to be energetically worked to become the staple trade of North Formosa. But the Chinese Government has hitherto done its best to check the trade in this valuable mineral by the prohibitive rate of duty it has imposed upon it. No better proof of this fact could be needed than is contained in the trade report for 1874 for Tamsui, compiled by Mr. H. E. HOBSON, Commissioner of Customs at that port. It is there shown that compared with the export of coal during 1873, that of last year shows a decrease of 503,261 piculs. He ascribes this great decline in the most important branch of the North Formosa trade partly to Japan cargoes competing favourably with it on the Shanghai market, but chiefly to the heavy exactions made upon the mineral. The suicidal nature of this policy of over-taxing has been pointed out to the Authorities before, and at last there seems some prospect of self-interest compelling their attention to the subject. At all events, Mr. HOBSON says that he is now in a position to assert that "the question of equalizing coal imposts is being vigorously pushed at headquarters, and as the provincial authorities have actually of their own free will applied for assistance in the matter of engaging a mining engineer to advise practically as to future mining operations, there is every reason to anticipate that the coal traffic will quickly recover its buoyancy." It is to be hoped that he may not prove to be mistaken. There are usually so many impediments in the path of any reform where Chinese officials are concerned that they almost always end in reports and inquiries, and even when improvements are inaugurated they are seldom carried out. Mr. EDGAR, the Customs Commissioner at Takow, when writing on the late Japanese occupation of the island, states that "it is impossible to shut one's eyes to the fact that their action has resulted hitherto in unmixed good, the interests of this island alone considered." This testimony only goes to prove what foreigners observe wherever the rule of Peking extends. Its action tends to paralyse trade and check commercial enterprise everywhere. Abundant proofs of this assertion are forthcoming on every hand. Where the taxes, always sufficiently onerous, are levied fairly and with regularity, a favourable difference in trade is speedily perceptible. For instance at Swatow, where there is recorded a satisfactory increase in trade for the year 1874, better facilities for forwarding to inland markets and greater regularity of charges in transit are stated to have conduced to this result. The argument that trade is fettered by the infringements of the Treaty, continually permitted if not encouraged by the Chinese Government, is thus supported and borne out by the official statements of gentlemen whose position in the Customs service affords them the best and most reliable means of information. It might have been thought that by this time the Chinese Government would have become alive to the enormous value of the coal deposits in the Empire, and would have been only too willing to open up such sources of wealth to the country. But they have not shown any desire, as yet, to do so, and the obstructive policy hitherto pursued in Formosa in relation to the coal mines there does not augur well for the future of those on the mainland. When they are opened up it is most probable that the mineral will be subjected to such duties as will render successful competition with Australian and Japanese fuel impossible. It is perhaps useless to endeavour to persuade China of the folly of burdening its productions with taxation to such a degree as to interfere with their export, but it is much to be regretted that there is not among her statesmen one at least who can be made to see the absurdity of such a course. The only means by which the present Government of China can preserve its existence lies in the adoption of reforms in its administration and the encouragement of trade. The men now at the head of affairs at Peking will do well to consider the situation, and think whether it would not be for the benefit of the Government to cast aside their exclusive and restrictive policy, and become advocates of progress, moral and material.

The Ocean Steamship Company's steamer *Ajax* left Singapore for this port on the 29th ultimo.

The British steamship *Singapore* was towed round from the Aberdeen Docks yesterday by the steam tug *Fame*.

We learn that the two remaining Chinese sentenced to be hung, and afterwards reprieved, were on Monday released from gaol.

In yesterday's impression we inadvertently omitted to give the authority for the report of the Naval Court of Enquiry into the loss of the steamer *Glengyle*. It was taken from the *N. C. Daily News*.

The following, from the *San Francisco News Letter* is not encouraging for the Palmieri company, who, ere this, have arrived in California:—"We have the news of the arrival of an opera company (with the most unpronounceable names), on their way from Hongkong to this port. They intend resting here awhile, however, and giving a series of character concerts in the theatre. Knowing the scarcity of the needful and the dullness of business here, however, we predict an early continuation of their journey. They have but one price, and that is two dollars."

Yesterday, being St. Andrew's Day, was observed in Hongkong as a day of intercession for Missions. A service was held at the Cathedral at eleven o'clock, Litany being read by the Rev. Ladds. The ante-communion service was read by the Bishop, who afterwards delivered a discourse upon the subject of intercession, taking as his text the intercessory prayer of Abraham for Sodom and Gomorrah. Holy communion was also celebrated at this service. The attendance was fair. At three o'clock there was a service held at St. Stephen's for Chinese converts. At 5.30 a meeting was held in St. Paul's College Chapel where special prayers were offered up for the cause of Missions. The Rev. Dr. Eitel delivered an address on the state of Mission Work in Hongkong and its mainland stations. He gave an interesting account of the foundation of the different missions in this Colony,—the German, the London, the Church, and the Society for Female Education in the East. He stated that although the work of missionaries was often very unfavourably criticised, there are at present over 2,000 Protestant converts in connection with these missions, irrespective of the different schools carried on under Christian supervision. There was a very good attendance. We may state that the money collected at the general offertory in the Cathedral on Sunday morning last in aid of missionary work in South China amounted to over $230.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

EXCITEMENT IN PEKING.

SHANGHAI, 30th November.

Placards censuring the Chinese Government for arranging terms with Mr. Wade appeared in Peking, but were immediately removed by the authorities.

An uneasy feeling among the native officials regarding the recent negotiations is reported.

THE YUNNAN OUTRAGE.

Fresh information implicating the Momein authorities in Mr. Margary's murder is said to have transpired.

THE WRECK OF THE "ALEXANDRA."

The following statement of the wreck of the British brigantine *Alexandra*, has been placed at our disposal by Mr. J. Richards, chief officer of that ill-fated vessel. On the 22nd October at 10.15 p.m., the wind blowing strong from the the N.E., the British brigantine *Alexandra*, of Freemantle, struck on the N.W. coast of Formosa, about five or six miles from Tenkohan and became a total wreck. It was Captain Hagon's watch on deck at the time. The crew worked incessantly for eight days securing what could be saved from the wreck, which was sold for $790. The chief officer was not paid for the eight days salving, but Chinese engaged were paid. He was forwarded to Tamsui by the mandarin of Tenkohan, who treated all on board very kindly. He was sent by the Consul at Tamsui in the steamship *Hailoong* to Amoy, where a Marine Court of Enquiry was held at the British consulate, and Captain Hagon's certificate was suspended for four months. He left Amoy for Hongkong in the S.S. *Yesso*, and arrived on Saturday last, the 27th inst. One strange feature in Mr. Richards's case is that he was sent up in the *Norna* by the Superintendent of the Sailor's Home, Hongkong, to join the British barque *Sally* as chief officer, but arrived one day after she had sailed. He then joined the *Alexandra*. Both vessels were wrecked at nearly the same time, and both courts of enquiry were held at Amoy.

Every husband thinks that he can tame a shrew but the poor fellow that has her.

A dandy is a chap who would be a lady if he could, but, as he can't, does all he can to show the world he's not a man.

The Chicago balloon reporter always begins like this:—"The monster ship, freighted with its living cargo, shot upward into the boundless vacuity of ærial space." Merely saying that "The balloon went up pretty fast" would be playing into the hands of the other papers.

The *Liverpool Mercury* states that Mr. Alderman William Bennett has just purchased and presented to the town the magnificent picture, now in the corporation autumn exhibition, painted by Mr. E. Armitage, R.A. The gift has been offered to the corporation through the mayor, in the expectation that it will find a suitable place in the Walker Art Gallery, now in course of erection. It is the most costly art gift yet presented; and is described in the catalogue as follows:—"Julian the Apostate presiding over a Conference of Sectaries, by E. Armitage, R.A. Price £1,500."

SUPREME COURT.

30th November.

SUMMARY JURISDICTION.

BEFORE MR. JUSTICE SNOWDEN.

HOLIDAY EXPENSES.

COOKE v. SAYLE, $27.75.—This was an action by one of the employés of Messrs. Sayle and Co. to recover the costs of board and lodging at the Royal Hotel, Macao, during nine days' holiday granted by the firm. Plaintiff rested his claim on an alleged verbal promise of the defendant, and custom of the house.

Mr. Sharp was for plaintiff, and Mr. Brereton for defendant.

Mr. Sharp, in opening the case, said the plaintiff had been engaged in England by Mr. Robert Sayle as an assistant in the firm at a rising salary. An agreement existed between the parties. In it no distinct allusion was made to the matter now in dispute, but he would show by evidence that a verbal promise, which was by no means incompatible with this agreement, had been made by defendant to plaintiff. A custom also existed in the firm whereby this verbal promise would be shown to have been recognised and acted on for some time. When plaintiff was engaged in England he was told that a fortnight's holiday in each year would be allowed, and that the firm had a house at Macao where it was their custom to send their men during the hot season to spend their holidays, and that the house was kept on for that especial purpose. This was distinctly understood between the parties. The contract was only signed two hours before plaintiff left for Southampton, and it distinctly stated that the employés must conform to all the rules of the private houses—more than one. It also expressly stipulated that board and lodging should be furnished at all times; but apart from that it did not actually specify that board and lodging was to be provided at the Macao house. It could, however, be proved that that was one of the rules and regulations of that house. It was the custom of the firm to send the men to Macao, and they all felt entitled to two weeks there with board and lodging at the firm's expense. A holiday like this was absolutely necessary in a place like Hongkong, and he believed it was the custom all over China to grant leaves of absence and defray the expenses attendant on them. When plaintiff arrived in the Colony in April, 1874, the house at Macao was in existence, but it had since been given up. It then became the custom for the men, instead of going to the house to receive an equivalent and go elsewhere. Plaintiff went over to Macao with Mr. Black's (the manager) permission and remained there nine days. His board and lodging, with $5 added for refreshments allowed in the house at Hongkong, amounted to the sum claimed. On his return he asked for a refund of this sum, but was refused by Mr. Black on the ground that he had no authority, and hence the action. Mr. Sharp then called

Mr. Jesse Cook who said—I am an assistant with Messrs. Sayle & Co. In January, 1874, I had an interview with Mr. Sayle in London. He told me about his houses in China. During my conversation with him, he told me he had a house in Macao, forty miles off, to which he sent the young men for a holiday. He said, "It will cost you nothing. One takes charge of the business, and we send from time to time one or two, as they can be spared from the house in Hongkong, to keep him company." This was before any agreement was made. No time was then agreed on, but I was given to understand that I should have a holiday of about a fortnight. The terms were not definitely arranged, but I was induced by his statements to conclude to come to China. Hours of closing, salary, work, etc., were discussed and agreed upon. At my next interview with Mr. Sayle, I met him for a moment, he was busy with an election, but he showed me the blank form of agreement. It had not the bottom clause. Had a similar conversation to my first one with him. He declined to allow me to take away a copy of the agreement, saying it was a private matter between us; he did not like to let them be seen by others. I did not see Mr. Sayle again after this. He wrote to say that I was to meet a clerk of his in London, on the 11th of February, and to start for China that evening. I had made all my arrangements for leaving England. I had not then seen the agreement as filled up. It was handed to me that evening. I signed it because I could not help himself. I was to leave at once and had no where else to go. My situation had been given up. When I arrived in China I found the young men had been accustomed to have a yearly holiday, each of them. This was similar to what Mr. Sayle had told me. The house at Macao was closed for the season then, but opened in the summer. It is only kept open at that time. One of the young men to my knowledge went over to the house that season. There may have been some of them at the hotel—three I think—others went elsewhere and had part of their expenses paid. One went to Amoy and one to Canton. Mr. Sayle gave me to understand that I should have a yearly holiday, and that it should be free from expense to me. I was not entitled to a holiday the first year, arriving at the time I did. The Macao house was closed in June, 1874. I asked for a holiday the latter part of last month. We wrote, asking Mr. Black for a holiday with expenses paid. He said I could have my holiday, but he could pay nothing toward the expenses. I went to Macao, stayed nine days at the Hotel, and paid the money sued for. Mr. Black declined to re-imburse me for the money paid on my return. I charged nothing for my passage over and back. For twenty months this is the only holiday I have had.

By Mr. Brereton—I made an application to Mr. Sayle for a situation in Hongkong. The holiday was not to serve in the shop at Macao. By we, I mean all the employés of the house who signed a request to Mr. Black for an interview to see about our holidays. This he declined to do. The house at Macao was not opened this year. I read the contract through before I signed it. The last clause was added before that, I had given up my situation and could not help myself. I have no complaint to make against my employers in any way. This is the only grievance I have ever had. I certainly read this clause [clause read] before I signed the agreement. The consideration of having a holiday certainly was an inducement with me to sign the contract to go to China.

Mr. Nelson Munday said—I entered Mr. Sayle's employ in January, 1873. There was no such clause in my agreement as the bottom clause in that of Mr. Cooke. I made a particular enquiry as to holidays. He (Mr. Sayle) said that Macao was to Hongkong as the Isle of Wight is to England. They had a house there where they sent their young men. I found this to be the fact on my arrival. They went for holidays merely. There was one only in charge. It has been the custom, seeing I had a holiday for the first time last year. I went to Amoy to see my brother, I was away about 12 days. I received from the house fifteen dollars towards my expenses. Others have also received their expenses. As far as I know, that has been the general practice.

Cross-examined—Have never been to Macao myself. My agreement was not to spend my time at Macao assisting in the business, but to enjoy a holiday. I asked leave to go and see my brother at Amoy.

This closed the case for plaintiff.

Mr. Sharp said he could call more witnesses, but it was hardly necessary.

His Lordship said that perhaps the better course would have been for Mr. Sharp to have proceeded for mis-representation.

Mr. Brereton said that nothing would have given him greater pleasure than to have been able to meet the wishes of these young men so far as to have yielded the point they desired, but his instructions were that this agreement was expressly framed to exclude holidays. It was for that purpose that the closing par. had been added. The action was not merely the action of Cooke, the plaintiff, but that of all the young men in the employ. His clients' orders were to resist and put a stop to all such combined movements on the part of the men.

Mr. Jas. Black, the manager of Messrs. Sayle & Co., was then called. He said—There is no custom in the house in regard to holidays. We had at one time a house at Macao for the purpose of running off some of our surplus stock. Some of our young men were sent there to stand behind the counter. They did not work so hard as they did here, and had the fresh air and change. This was the sole purpose of sending them. At last we sent one only to look after the business as the others were inexperienced, and we were afraid they could not look after the business properly. There has never been any custom of sending our men to Macao in regular turn. We have tried to act as fairly as we could toward them. The reasons for adding the clause to Mr. Cooke's agreement were communicated to me by Mr. Sayle. When Mr. Munday went to Amoy he had leave to go. Nothing was said about expenses at the time. After he came back he asked for an allowance. Out of pure kindness I allowed him $15 as a gratuity. Mr. and Mrs. Slater have charge of the store. Their holiday was not in consequence of any agreement, but as they had been very hard worked I allowed it to them. The house in Macao was usually open two or three months. It is now closed. A letter was sent me from the young men in regard to this dispute. [Letter and reply put in.]

By Mr. Sharp—The house at Macao was a small one. One assistant would be sufficient. No one was ever sent to Macao except on business. Mr. and Mrs. Slater and their family went to Macao for their health under peculiar circumstances and their expenses were paid by the firm. It has not been my custom to give holidays. I did it in a measure last year. I cannot mention a case where any of the men have been away and paid the whole of their expenses. At home there is a rule in all houses that employés are allowed a fortnight's holiday, but at their own expense. Our hours are from 7 a.m. to 5 p.m. and no extra work.

By Mr. Brereton—Mr. Sayles' confidential clerk signed Mr. Cooke's contract. There are a great many men anxious to come here. We once had 200 replies to one advertisement. Seventy and eighty are usual.

Mr. Brereton said that was his case.

Mr. Black, in answer to Mr. Sharp, said he had no complaint to make against Mr. Cooke. He was sorry that he was compelled to refuse this favour, but in Mr. Sayle's interest he felt he could not grant it.

Mr. Brereton submitted that it was not competent to travel out of the agreement which was express, stringent, and excluded all other terms and conditions whatever. The meaning of it was that everything in the shape of emolument or anything not on the face of it should be excluded. No agreement could be more explicit in its terms. Mr. Sharp said there was nothing in the agreement incompatible with the claim. Nor was there anything in it incompatible with the giving of a hundred guineas Christmas box. The evidence of Mr. Black negatived anything like custom. Wherever opportunity offered he had done what he could for the men, but it was inconsistent with law to regard voluntary gifts as showing custom. Mr. Sayle had said they generally took a house at Macao to which the young men were allowed to go, but that was not like paying their hotel bill during a holiday. Mr. Black said that what was spoken of as a holiday was going behind the counter and doing business. That was a source of profit to Mr. Sayle, and perhaps of pleasure and health to the young men, but it could not be called a holiday. The plaintiff was told before he went to Macao that his expenses would not be allowed him. Defendant resisted the claim on principle.

His Lordship said he would carefully consider the case and give judgment on a future day.

A DOG CASE.

GUZMER v. BELTRAM, $40.—This was a claim to recover the value of a dog which it was alleged defendant killed while on a visit to plaintiff's house.

Defendant said he went to plaintiff's house to ask for some money owing him for shares in a lottery. The dog made at him, and tore his trousers. He struck him on the head one blow.

Plaintiff said he was a baker. He was not at home when the dog was struck, but he was told defendant had killed it.

His Lordship said defendant had admitted striking the dog.

Plaintiff said the dog was of the Manila breed, and having had pups lately was in the habit of attacking strangers. The dog was kept loose. Witness had heard of a lottery, but never had any shares in it. He did not owe defendant any money. He did not take three chances for a raffle of a diamond ring and three watches.

Defendant repeated his story about going to plaintiff's house for money, and admitted striking the dog. Plaintiff had put him off from time to time, and told him to come to the house for the money. He had received 25 cents on accounts. A female named Antonia lives in plaintiff's house, and while he was sitting in the room with her waiting for plaintiff the dog came in, bit him, and tore his trousers. The woman was very kind to him and mended his trousers, and while he was going out afterwards the dog again attacked him. He then struck it with a stick, and he heard it died two days afterwards.

The girl Antonia was called and said the dog was dead and had been "thrown away." She saw it bite defendant in the room, and heard it being beaten afterwards.

His Lordship told plaintiff that if a dog was in the habit of attacking people in a place where they had a right to go, they were justified in defending themselves; and if they killed the dog by accident they were not liable for it. A dog accustomed to fly at people ought to be tied up, as, if it bit anyone, its owners were liable to actions themselves. Plaintiff must be non-suited.

POLICE INTELLIGENCE.

30th November.

BEFORE THE HON. C. MAY.

WHOLESALE ROBBERY.

Chun Akai, a cook, Ho Achi, a widow, Li Asing and Tam Ahu, shopkeepers, were charged with the theft of various articles of clothing.

The first prisoner admitted the charge, and said he wanted to raise some money to get home with.

The second said she was a friend to the first, but she did not know the goods were stolen property.

The fourth said he did not know the goods were stolen.

The first prisoner was sent to six months' hard labour. The second to three months', the third was discharged, and the fourth fined $10, or one month's hard labour.

PUBLIC GAMBLING.

Ching Afuk was charged with being a manager to a crowd of gamblers at Aplichow. The constable said he went over from Aberdeen in disguise and caught the prisoner redhanded with cover, and the bright gambling cash and counters.

The prisoner denied the charge, and was sent to one month's hard labour.

MRS. VOGE AGAIN.

Mrs. Voge, *alias* Molly Cecil, *alias* Mrs. Murray, was summoned by Mr. McBean, bailiff and summons server at the Supreme Court, for assaulting him, and making use of disgusting language towards him on the 26th instant, when serving a warrant on her in the execution of his duty.

Mr. McBean said on the 26th instant he went to execute a warrant on the defendant and found a soldier on the premises. The defendant was called out by the soldier. The defendant came out, and asked what he wanted. Witness told her he had a warrant to procure $15.46, a debt settled against her in a case at the Supreme Court. The defendant abused him dreadfully, making use of disgusting language. She then went into the cook-house and came out again and assaulted him. He warded off the blows. The soldier told him the furniture was his, and he would take it away. Witness told him he dare not touch any of the things. Witness then left, and went again on Saturday and asked if she would pay. She said she would not. He then placed a man in charge of the few things in the house. When witness was assaulted by the defendant on the 26th she was drunk.

The defendant said that day she had been ordered by the doctor to take brandy and opium, and it made her stupid. She had no recollection of Mr. McBean coming there at all. She did not know that she was summoned till this morning even. She had sent in an apology to Mr. McBean.

Mr. May told the defendant that the fact was she was always drunk. The prosecutor, being an officer of the Court, had no power to accept an apology. He would send her to 14 days' hard labour.

DRUNK.

Feneaux Pierre, a seaman on the *Montcalm*, was fined $1 for getting drunk.

CHAIR HIRE.

James Carter, seaman on board the steamer *Ly-ee-moon*, was summoned for refusing to pay chair coolie No. 160 his chair hire.

Prosecutor asked for the summons to be withdrawn, which was granted.

RETURNING FROM DEPORTATION.

An old offender, named Chun Ayow, was charged with being a suspicious character, dangerous to the peace and good order of the Colony, and with returning from deportation.

The prisoner admitted the charge, and was remanded until the 1st December.

"How are you, Count?" said a noted wag to a spruce-looking specimen of the genus snob. "Sir!" exclaimed the indignant swell, "who are you, and why do you call me count?" "Why, I saw you counting oysters last week, and I supposed you were of royal blood." Snob vamosed.

KIUKIANG.

The chief examiner of the Provincial Examination, Pan-yen-tung, leaves for Chinkiang shortly, *en route* to Peking. The people appear to be dissatisfied at the rapacity shown in demanding or exacting presents. While in the province he lives at the expense of the local officials, and unless they treat him liberally with presents, &c., he is likely to quarter himself on them for a long time.—The Governor, Liu Kwên-i, is expected at Hankow on his way to his new post as Viceroy of the Two Kwang. —Weather very fine, but the river is falling rapidly, which looks ominous for winter navigation.—*N. C. Herald.*

HANKOW.

15th November.

Fine mild weather and very little business is the order of the day; the latter we all much regret, as there are so few out-door amusements to while away our leisure hours. This morning, however, a great portion of the community, including four ladies, more even than graced our Grand Stand at the late Race Meeting, found their way to the Race Course to witness a mile race between griffins that ran at the races, with owners up, Welter weight. There was much excitement at the start, for it was considered doubtful whether one or two of the noble owners would last the distance. The competitors were Alarm, P. P., Orosko, Calico, and Rejected—the first named being favorite, the betting being only 2 to 1 against him. The start was well effected, and P. P. led off at once, followed closely by Calico, Rejected, and Orosko, Alarm carefully kept in the rear; such was the order until they reached the gate, when P. P. or his rider were baked, and they fell astern; Calico and Rejected leading, with Alarm drawing well up, who at the French Consulate joined the leaders. They raced together in this way into the straight, where Calico's bolt was shot, and Alarm, full of running, took the lead, which he maintained, winning eventually by a neck, Rejected second, Calico third. The rider and owner of Alarm was observed to lurch considerably just before reaching the winning post, and had a narrow escape of parting company with his pony; he however managed to retain his seat until well past the post, when, either from joy or fatigue, or both, he landed gently on the sward.

Nothing has been heard of the Yunnan Mission since they left, so far as I have been able to ascertain.

Our Dramatic Corps is hard at work rehearsing a couple of pieces, to be produced, I believe, on the 24th instant; and the second Rifle Meeting of the season takes places on the following day.—*N. C. Daily News* Correspondent.

We (*Shanghai Courier*) hear of a singular collision between the Roman Catholics and other inhabitants at a place called Hsing-kwo-chow, near Hankow. It appears that a new Church has been recently erected in this neighbourhood and that there are a good many native converts. On one occasion, however, a "weak brother" fell from grace most lamentably. All his fellow-villagers were chin-chinning Pu-sa with extraordinary vigour for rain, and it seems that this poor fellow was tempted to join them: partly from habit, perhaps, and partly from a wish to participate in any blessing that might ensue. The parish priest, however, happening to pass that way at the time, detected him in the very act of apostasy; seized him where he was, rebuked him sternly for his sin, and carried him off—doubtless to be made an example of. The villagers thereupon waxed exceedingly wrath and attempted to interfere; but finding they could avail nothing they set to work and did their very best to destroy or deface the church. The local tsien, however, saw matters in a different light; and after severely punishing the ringleaders and rating them well for their folly, he presented the Catholic bishop with a thousand taels for the damage done, with many expressions of regret.

CHEFOO.

19th November.

When doctors differ it is very bad, but then it is bad principally for their patients, and I fancy that the patient community at Chefoo will be the greatest sufferers from the case of Carmichael v. Myers, which commenced this morning before H.B.M.'s Consul. The plaintiff's petition is for dissolution of partnership on the ground of want of confidence in his partner; borne out, as it is alleged, by badly kept accounts and general mismanagement of the monetary affairs of the firm during the plaintiff's absence in England. The defence, as far as we are informed, appears to be based upon the fact that Dr. Myers being a professional man, he did not pretend to be a reliable book-keeper; but did his best, telling his partner that at the time that in all likelihood several mistakes and omissions may have occurred which on proper enquiries and investigations between themselves would be discovered and rectified.—*Shanghai Courier* correspondent.

TIENTSIN.

November 19th.

The remains of the late U. S. Minister, Mr. Avery, arrived from Peking yesterday, and will be conveyed to Shanghai by the *Shantung*; Mrs. Avery will go by that vessel also. The weather is dull and cold, with frost at nights. The gunboats are dismantling and housing in for the winter. Business is wretchedly dull; there is in fact nothing doing; we can hardly expect any revival this season, but I suppose we are not much worse off than other ports. The energies of the Government of this country are directed to supplying themselves with the instruments of destruction, and the resources of the nation wasted on unproductive expenditure, whilst but feeble attempts are made to remove the impediments to the navigation of the Peiho, the approach to the capital. Perhaps even the tonnage dues are being squandered on smooth-bore guns and wooden frigates.—*Shanghai Courier* correspondent.

TAIWAN.

A private letter from Formosa mentions a very creditable step on the part of the Chinese authorities at this port, towards establishing a salvage system to check malpractice in wrecking. Chinese who save things from a wreck are to bring them to the local mandarin, who will estimate their value, and pay him one third as salvage. The rule is, we believe, as yet only formally applicable to German vessels, having been based upon a communication from Dr. Krauel, the North-German Consul at Amoy; and there may be some practical or even legal difficulties in the way of its extension. But it is a step in the right direction, which we are glad to recognise.—*N. C. Herald.*

HANGCHOW.

A curious sort of an accident appears to have happened to a Buddhist priest the other day at Hangchow. It seems that, armed with the proper quantity of incense, wax candles, and joss-paper, this worthy man went to pay his respects at the tomb of some of his ancestors, and have lighted all his paraphernalia in due form, prostrated himself before the grassy mound and began to knock his head and mutter with much fervour. But it is so happened that the grave of the dear departed was situated in the midst of a dense copse or thicket, full of long grass and underwood, all as dry as a bone; and the consequence was that while the poor priest was saying his prayers, it all caught fire, and there was a pretty blaze. He was so absorbed in his devotions that he never discovered the disaster until he was almost surrounded by the flames; the damage done to some neighbouring property was great, and the priest himself only escaped by the skin of his teeth from being burnt to death. In fact his injuries were so severe that it is very doubtful if he will recover.—*Celestial Empire.*

JAPAN AND COREA.—WAR UNLIKELY.

There were rumours in the early part of the week of troubles in Bizen, and some colour was lent to them by the despatch on the following day of a detachment of troops along the Tôkaido through Kanagawa. But careful enquiry has satisfied us that the rumours have no substantial foundation; and the autumn manœuvres of the troops account for the passage of the Tôkaido by a couple of batteries of artillery. The native newspapers have not a word on the subject, and were there any truth in the reports alluded to, it is impossible that we should not find some confirmation of it in their columns. The country is said to be quiet, and both willing and anxious to remain so. The Corean affair has blown over, and while there is every disposition to deal tenderly with the Satsuma clan there is a fixed determination on the part of the Government to have its own way and not to allow the clansmen to have theirs. So long as they feel that they can enforce anything and prevent anything, as they may be disposed, the centre of the Government is at Kagoshima and not at Tôkio.—*Japan Mail.*

YEDO.

An assembly of house-holders has been organised in Tokio for the consideration of local matters of public importance. It is called the Tokio *Kaigi-sho*.

Mr. Uyemura, *Gon chiji* of the Kioto-fu, has issued a proclamation to the hair-dressers, informing them that all those who follow the style will pay a tax of two *bu* monthly.

Mr. Numa has returned to Tokio from the Tsuruga-oka *ken*, having fulfilled his mission of investigating complaints preferred against sundry of the ken officials. Sixty of these have been removed from their posts. The *kocho*, named Ito, committed suicide, being unable to justify himself. During the course of the investigation others who were afraid to appear before Mr. Numa, pleaded sickness as an excuse and kept their beds for days. Mr. Numa appears to have made a clean sweep of many and gross abuses.—*Japan Gazette.*

The *Echo du Japon* says that the ferry boats which are still in use for conveying passengers and merchandise across the rivers which traverse the principal roads of the empire, will all be replaced by stone or wooden bridges as soon as possible. A wooden bridge has been already thrown across the river Aingawa, in the province of Yetchigo. Work will be at once recommenced on the projected stone bridge across the River Sinanagawa in that province. It will be 1200 (?) feet in length, and, being built on the best European architectural models, will be one of the most magnificent bridges in Japan.

NAGASAKI.

The *Rising Sun* of the the 9th ult., says:—Of late business seems to have slightly improved at this port, though the sudden rise of freights between China and Yokohama caused a little embarrassment, which, in a measure, has been overcome. In some imported goods a tolerable amount of activity has been displayed between holders and buyers, and prices have advanced. The various qualities of sugar have found ready purchasers, but transactions in cotton have been limited. For some export articles there has been enquiry. Tobacco for instance has been in demand and also wax; but teas have not sold well, and prices have declined. The new crop of tobacco is expected to be in the market shortly. The limited supply of coal has caused the prices to be firm. In fact the demand for this article is such as may well incite both native and foreign enterprise in searching for more of the precious mineral. Freights to Shanghai, per sailing vessels, are $1.60 to $2.00, and per steamers $2.00 $3.00 per ton. To Hongkong the freight ranges from $3.00 to $5.00 per sailing vessels, and $7.00 to $8.00 per steamers. To Hiogo it has gone up to $3.00 per steamers, and per sailing vessels $2.25. To Yokohama the price has increased from $1.50 to $5.00.

Tuesday, the 16th ult. ought to have been a busy day for native tradesmen, if it was not actually so. On this day, Japanese merchants are supposed to pay homage to *Yebisu* (the god of wealth) in rather an original style. They allow for once in the year their innate feelings of generosity and benevolence to develop—at least one might suppose so, if he were to judge by their actions only—for it is their custom to offer for sale at "greatly reduced rates"—a very marvel of cheapness—for one day only, their superfluous stock; but on probing deeper, it is found that the motive actuating such praiseworthy deeds, is still the old "self," and pleasurable thoughts of magnanimous Japanese traders are scattered to the wind. They do it, in order that the multitude of the sins they have committed by overcharging their numerous customers during the past year may be taken away when they make such a large restitution!

Mining operations in Japan appear to be rapidly progressing, especially in the article of coal. It is now said that a prospecting party will shortly sink a shaft between here and Takasima, for the purpose of ascertaining whether a payable seam is to be found. It is generally believed that large deposits of coal are embedded in the bowels of the earth in the immediate neighbourhood of Nagasaki.

Harvest operations are now over in this neighbourhood. The rice crop has been safely garnered, and the harvest has been a good one. Rice is now worth $2.00 per picul, and wheat about $1.65.

On the 18th ult., the *Yang Woo*, nine guns, Captain Tracey, arrived in harbour from Chefoo. Being the first Chinese war vessel that has ever anchored in Japanese waters, she will no doubt excite a great deal of interest among the Japanese. She has on board 29 Chinese naval students, who are now undergoing a thorough training in practical seamanship. They are made up of the following grades:—2 Commanders, 8 Lieutenants, 11 Sub-Lieutenants, 8 Middies. The two commanders are really captains of smaller Chinese gun-vessels, but are now seeking to increase their knowledge, by a further term under foreign tuition. The Chinese Admiral is on board. The *Yang Woo* will proceed to Yokohama, from thence to Shanghai, and will then return to Foochow.

Though no particular epidemic has broken out in Nagasaki, a great deal of sickness prevails just now. A kind of low fever, accompanied by the usual prostration, is the principal disease, which has attacked the natives and also a few foreigners. Numbers are also attacked with rheumatism.

HIOGO.

The *News* has been requested to contradict the statement that the Custom House were about to allow the landing and shipping of goods up to the value of $200 at any hatoba without the formality of any application for a permit. Such a measure has been in contemplation, but at present it stands indefinitely postponed.

A slight shock of earthquake is reported as having occurred at 3.18 on the afternoon of the 12th ultimo.

The Government continues its crusade against native billiard saloons; another was closed on the 10th instant, by order of the Governor of the Ken. Some pitiful stories are told of the ruin caused by these establishments. A man who had accumulated a hundred yen during seven years' industry, visited this saloon. Four days sufficed to put him in a perfect position to commence on another seven years' course of industry. It is reported that, during the short period that the "saloon" was opened, the proprietors netted from 800 to 900 yen.

A man of 34 forcibly remonstrated with his wife—aged 54. When peace was restored, the husband's hands were black from the colouring matter used on his wife's grey hair, and the landlord, who pacified the combatants, had the job of picking up the lady's false teeth.

One of the most thriving of Osaka's "new industries," writes the correspondent of the *News*, appears to be that of cap making. The prevailing fashion is a neat dark olive or slate-coloured silk covered flat cap, ornamented with a new work of sewing machine crossings. I saw a shop full of busy capmakers at work in the Sinsaibashi this morning. It was droll to see them stretching the partially completed caps upon their own heads, proper wooden blocks not being available.

A woman who was gathering weeds on the sea shore, for burning, laid her young child down on the beach. A frightened cry told the mother that all was not right, and on examination she found that a cuttlefish had put one feeler round the baby. She cut the feeler loose with her sickle and the youngster was unharmed. This story, says the *News*, might almost seem to be a fable of the native journalist, had not recent advices shown that creatures of the octopus genera have done some wonderful feats in the destructive line, and it is not at all unlikely that many of the old tales about the sea-serpent have arisen from the freaks of this latest wonder of the deep.

OSAKA.

"I am free to confess" as the saying goes, that I cannot give you chapter and verse for my assertion that "No foreigner has the right to let or sublet a house on the Concession to a Japanese," but I have known at least one Kobe Consul to say it was "illegal." I know, too, at least one Kobe land-renter who will be glad if you are right in your surmise—as he can he thinks, find a use for his land by running up cheap tenements for native tenantry. I quite agree with those who think it is a pity that the Police Committee did not wait till they had obtained a warrant from H.B.M.'s Consul, although at the same time I think the foreigner chiefly concerned may well be content matters took the turn they did. Nevertheless and notwithstanding, I am still of opinion that the sole occupants of the promises were the Japanese sub-lessees, and that the British subject who was their lessor was no more the occupant than the man from whom he sub-leased, and who, by the way, was only a lessee himself from the actual owners. Of course if sub-leasing to Japanese is lawful, the action of the Police Committee is the more readily justified. However, "the least said the soonest mended" is a good old saying, and as I feel sure all concerned must wish they had acted differently I shall not attempt to argue the matter further.

A foreigner residing on the Concession lost several articles of jewellery, including gold breast pins and studs, the other day. The property was stolen from a bedroom, and a former inmate of the house is in custody on suspicion. I am told that the Japanese police displayed commendable alacrity in telegraphing to various places, from Kobe to Tosa, in search of the missing woman. She came up from Kobe and gave herself up to the police. These robberies by servants and ex-servants are very trying to the patience, and tend to put the victims in a frame of mind like unto that of the old dame when she said, "That though she had a many mercies, they had all been taken out of her in corns!" Another foreigner, a fortnight ago, between tiffin and dinner time found himself minus half of the cutlery which he kept in active service—but despite the imprisonment of the servant in whose charge the missing property had been, no light has yet been cast on its mysterious disappearance.

Although an empty house has become a rarity on our Concession, they are notably on the increase all around us. I notice at least four in the Honden, a short street, and there are five or more in the Shimbori. I have not been in the S. or S.E. districts recently, but at this end of the city the "to-let" notices may be seen in every direction. These notices are generally pasted in a diagonal fashion on the doors or house fronts, and so are easily recognized. Were the empty tenements confined to such quarters as the Shimbori and Matsushima—and they are thick there—it would of course be a matter for congratulation.

A new bridge across the Dojima was opened a week or two ago. Its Southern approach is near the ill-fated Paper and Sugar Mills of the Horaisha. I am told that a street is to be opened opposite the bridge across to the Nakanoshima. As this is the spot where it was rumoured the park was to be laid out, let us hope that this will prove to have been the cause of the bridge's construction.

I note in the *New York Times* of the 15th September that:—"An association has been recently formed, with a monthly journal, for the express purpose of developing and disseminating the idea that the Anglo-Saxon race is the descendant of the lost tribes of Israel!" If the author of this (a London Clergyman) be right, a certain distinguished local author must look to his laurels. But who would have though that we were so near akin to the Japanese! It is, however, grievous to see with what levity Governor Kanda, in his otherwise most admirable and interesting paper "On Some Copper Bells," expresses a wish to learn from which place the ancestors of the Japanese people orignally came. And this, too, after all the aforesaid author's teaching! For those writers who lived in what I may call the dark ages there is more excuse, and one reads without amazement that St. Francois Xavier congratulated himself that there were neither scoffing Mohammedans nor sordid Jews in Japan; or when Jancigny, Siebold, and Fisscher remarked, as they pass through Osaka, on their way from Nagasaki to Yedo, that:—"At Osaca, the half way halting-place, the general entrepot of inland commerce, we fell in with the merchants congregating there from all points of the empire, to buy or sell, but without a trace of the Jew in them in look, gesture, or his proverbial dishonesty." Old Kaempfer alone was awake: he traced the Tower of Babel!—*Hiogo News* Correspondent.

THE JAPANESE GOVERNMENT AND THE LOO-CHOOS.

On the 25th September last, Matsuda, *Daijo* of the Naimusho, returned from Loo Choo. He was an envoy to convey the orders of our Government to the Hano. Various rumours, most of which are incredible, have been spread on the subject of his commission. We, however, have heard a credible one. It seems almost too late to write of it now; still we desire to submit it to our countrymen's consideration.

No sooner had Mr. Matsuda arrived at the Loo Choos than he presented the commands of our government to the Hano. Compliance with them was opposed by many of his officers; but at length, they were compelled to allow that a Japanese military camp should be established in the islands, and that certain native students should be sent to Tokio, in order to learn Japanese customs. The Hano sent an answer to the Imperial commands through Mr. Matsuda. Its purport is not known.

The Hano however, said to the envoy that he should by right show his gratitude for the Imperial condescension by going himself to Tokio; but that, as he was sick, he would depute Prince Kijin to represent him at the Court. (In explanation of this visit, the following has been told us. Our government had inquired of the Hano why he had not come to Takio to return thanks for the Formosan Expedition, and informed him that if he could not come himself he might send a person of rank as his representative. This was previous to the mission of Mr. Matsuda.) Among other things our government has ordered the Loo Chooans to discontinue sending tribute to China. This was opposed by all the officers of the Hano, and they are reported to have said to Mr. Matsuda as follows:—"We have received much kindness at the hands of the Chinese Government for five hundred long years. So, we cannot discontinue sending the tribute to China, and we cannot obey the Imperial orders." The envoy was then displeased and resolved to return, unless his demands were complied with. He sent a letter to the Hano, threatening him with the displeasure of Japan. He also drew up a protocol for his Government, containing the three following articles:—1st. Suggesting the punishment of the Hano for disobedience to the Imperial orders. 2nd. To convert the Loochoo Han into the Okitamaken. 3rd. To establish a military station in the islands to protect them from disturbance and revolts. At that time, the Loochooan officials were divided into three parties, viz., those who wanted to acknowledge the supremacy of Japan; those who wished to continue relations with China; and those who wished to have nothing to do with either of those Powers. The matter was at length concluded by the Hano sending the envoy a letter promising to comply with the Imperial orders. He was then permitted to send a deputation to Tokio, where it has already arrived and been presented to the *Sei-In.*—*Nichi Nichi Shinbun.*

THE WORKING OF THE NEW POSTAL CONVENTION.

A correspondent writes to us:—"Travellers on the Continent have now the opportunity of testing the working of the late Postal Convention. There is, first of all, the grotesque fact that Montenegro is a State of the union, while France is not. Those who have much Montenegrin correspondence are probably only a favoured few, but those who may chance to have to write letters out of France to various parts of Europe have to bear in mind the necessity of using thirty centimes for this country, forty for that, sixty for that. They are thus, perhaps, tempted to wish either that the first day of the next year were come, or else that they themselves were in some land which had already learned the blessings of uniformity. But even where the new Convention is established, its rules do not seem to be everywhere understood. It is somewhat startling for the traveller on reaching his hotel at Turin and asking in his simplicity for a twenty-five centime stamp for a letter to England, to be told that that is indeed the postage from England to Italy, but that from Italy to England it is forty centimes. He may, perhaps, further receive a lecture in political economy, how Italy, having no gold, cannot, Convention or no Convention, afford to fix its postage so low as those countries where, like the land of Havilah, there is gold. The truth is that Italy, by a power which the Convention allows, has fixed its uniform rate at thirty centimes instead of twenty-five, but that the exceptional postage for a letter to England going through France, and so out of the union, is forty centimes. The route through France is doubtless that best known at Turin, and the economical reason has probably been transferred from the thirty centime rate to the forty. In Austria the letter rate is straightforward enough, but some darkness seems still to hang over the minds of Post-office officials as to manuscripts sent by the post. Manuscripts, not being letters—it is clear under which head the Convention would place a manuscript copy of the Epistles of Cicero or Saint Paul—go at a low rate, like printed matter. Yet the other day an an official at Trieste, clearly without any *dolus malus*, charged a packet open at the ends, whose nature was obvious, with postage ten or twelve times the proper one, because he thought it was a collection of letters put together. It needed a good deal of explanation and a special appeal to the printed rules before the thought could be brought home to his mind that the packet could be what it obviously was. Then the demand was at once lowered to the rate fixed by the Convention; but surely in Austria or anywhere else public officials should be taught to know their trade a little better than this."—*Pall Mall Gazette.*

INTERESTING DISCOVERY.

A correspondent, writing from Christiania on the 18th September, says:—"I translate the following from the *Finmarkenpost*, a newspaper published in Europe's northernmost city—Hammerfest. 'On the 3rd instant arrived at Hammerfest the schooner *Regina*, Captain Gundersen, belonging to the firm of O. J. Finckenhagen, from a voyage in the Arctic regions and the north coast of Nova Zembla. Captain Gundersen discovered in Nova Zembla a journal kept by the Dutch Arctic voyager, Barent, apparently giving an account of his doings from the 1st of June to the 29th of August, 1580, as far as Captain Gundersen was able to make out, being unacquainted with Dutch and Dutch writing of 300 years ago. The paper is in excellent preservation, and the writing distinct. Barent passed the winter 1596-97 in the Arctic regions. This journal, therefore, relating presumably to 1580, will give no information of his stay, but will nevertheless be of great interest.'"

FIRST COME, FIRST SERVED.

Kansas newspapers print the story of a recent occurrence in that State. It runs thus:—"A young lady, Miss Alice Carson, divided her attentions between two young men—a Mr. Kretzer, of Holt, and a Mr. Wheeler, of Achison county. Both Kretzer and Wheeler were fatally enamoured, and asked for the hand of Miss Alice. Both were accepted, and the wedding day fixed for each on the same day, though neither knew of the other's standing. Wheeler engaged a Methodist local minister, Mr. Callen, to tie the knot, and Kretzer procured the services of the Rev. Mr. Edmonds. Wheeler and Callen arrived first, and the knot was tied, and Miss Alice became Mrs. Wheeler. The ceremony was hardly over when Kretzer and Edmonds drove up. Imagine their astonishment when they learnt that Alice was already married to Wheeler. An explanation was demanded by Kretzer. Wheeler immediately flew off the handle—high words ensued, pistols were brandished, and there was apparently some danger of a dead bridegroom gracing the occasion, in which event we have no doubt the virgin widow would have promptly accepted the surviving lover. But no blood was spilled, the parties separating without any specific understanding upon social affairs." The *Holt County Sentinel* courageously denounces what it seems to regard as the principal outrage in the affair:—"We think it wrong, and it works great injustice to the regular circuit minister, by allowing the local preachers to step in and carry off the perquisites of the regular ministers, as they need every dollar they get; and the performance of the marriage ceremony should and would bring many a dollar to them."

PASSENGER BAGS.

The *New York Times* says:—"The fast postal trains which have recently been placed on two of the great trunk lines connecting this city with Chicago have thus far met with no accident; and that 60 miles an hour is the final limit of the speed of fast trains there is no reason to believe. Railway speed need recognise no limit except the power of locomotives, and the latter can be increased very nearly in proportion as the strength of the rails and the road bed is increased. Of course, as speed increases, friction is increased, and there is a point where friction would impose impassable barrier to too rapid speed. That point, however, is a long way beyond the fastest speed which has yet been attained. It is quite clear, however, that when our express trains travel at the rate of 100 miles an hour, they cannot afford to stop for passengers except at stations very long distance apart. Already the postal trains pick up and throw out mail-bags at smaller stations without any pause in their rapid flight, and locomotives supply themselves with water by scooping it from a trough while the trains to which they are attached are in motion. There would probably be no impossibility in picking up passengers in the same way as mail-bags are now caught. Two bags filled with passengers—one bag, of course, being exclusively for ladies—might be hung at either end of a station platform, and caught by a projecting hook as the train shot by. This method, however, would have its obvious inconveniences, and no well-dressed lady would be willing to be shaken up in a bag with travelling apple-women, and shaken out again into a distributing bin by irreverent passenger sorters. And then, even if passengers were picked up in this way, they could not be comfortably tossed off at wayside stations in the same bags in which they were originally put on board. A mail-bag thus unceremoniously tossed out has a curious way of leaping up as soon as it strikes the ground, and of chasing the train in a series of leaps and bounds of great vivacity. The spectacle of a bag full of elderly gentlemen or stout ladies executing similar evolutions would be extremely amusing to the friends who might be waiting for them at the station, but it is doubtful if the occupants of the bag would be altogether satisfied. The mail-bag plan would clearly never become popular; but it will not do to assume that the problem of taking on board passengers while a train is in motion is an impossible one. It may yet be solved in a safe and pleasant way, and passengers may step on board the fastest trains with the same ease with which Mr. Peter Cooper insists that they could step on board the theoretical 'Travelling Sidewalk' railway."

BISHOP FRASER ON HUMAN DEVELOPMENT.

The Bishop of Manchester, preaching in Manchester on the 13th ult., spoke of Sir John Lubbock's able scientific investigation. He said Sir John was an earnest man, who had pushed his inquiries in all directions through the world, and he had come to the conclusion that man in his present condition was a developed being, that he had risen from a very low and degraded type, and that the lowest savage you could find in the centre of Africa or in the Australian wilds was a type of man as he originally was; and Sir John told us that in the lowest type of humanity which had ever been found upon the earth the idea of God was not present to the minds of these men. They had no conception of God. In the *Contemporary Review* for last month there was an article entitled "A Physical Basis of Morals," and there again the idea was that out of man's own mouth by degrees there were evolved our notions of God, of right and wrong, and truth and falsehood. He did not think these ideas fitted into fact. As we read history, we could see ups and downs of the human race. For instance, there was a period of great civilization about the time Christ came upon the earth in Greece and Italy. After that, a great wave of barbarism passed over the world. Then came the middle ages of darkness, as they had been called. Out of these, man raised himself by two greats influence—the invention of printing and the dissemination of the Bible. If the theory of development was true, there ought to be some perceptible improvement seen in the human race in 2,000 years; but he ventured to say that the Greek of the age of Sophocles and Pericles, living 400 years before Christ came upon this earth, was a finer human being, looked at physically or intellectually only—he did not say religiously or morally—than any race or nationality existing on the earth to-day. The Athenian, as Pericles described him, was a much finer man, take him all round, than an Englishman of the present day. He had a much finer physical frame. The finest statuary to this day was theirs—the work of Phidias, who took the forms he saw around him, and produced those statues which were still the pride and the glory of art. Then there never was a finer intellect than that of Aristotle or that of Plato. Then also, in all that constituted a gentleman, in refinement, in courtesy, in hospitality, in consideration for the feelings of others, in courage, in self-sacrifice, and all that went to make up what we called a perfect man, he should like to know whether we had got beyond the type of Abraham. He asked them whether the finest man in Manchester possessed more of what in man was acknowledged to be the essential character of a gentleman than that old Arabian sheik or patriarch, who lived about 4,000 years ago. When he considered these things he did not see the foundation for this theory of Sir John Lubbock's, and he came back to the old Bible theory as the most probable, and held that God gave man knowledge of himself. This was not written; and, hanging only by tradition and getting corrupted by man's passions any other secular influences, the idea of God got deteriorated and broken up into fragments. Thus the idea of one great Almighty and benevolent God got less known and was degraded into that fetish worship which held its own in the most degraded regions of the world, and into those strange myths and legends constituting the body of heathen theology; or as in Greece, took those strange thoughts which the polytheistic religions of the world assumed, in which men, having lost the primitive idea of God, took the best they could find for themselves, and instead of feeling themselves made in the image of God, made God, as it were, in the image of man. So he thought the truest account that could be given of the origin of the idea of God was that it came from revelation.

PERUVIAN SCENES.

A Lima correspondent of the *Alta* thus describes a trip in Peru:—After leaving Guayaquil, in Ecuador, there is nothing of particular interest to note until the port of Payta is reached, the first harbour in Peru that we stop at. The town itself lies under an immense sand bluff, consisting of a few old, tumble down buildings—its church and plaza, but nothing else is seen here that would tempt a stranger to linger long. The interior of the church is similar to those I saw in Ecuador—with its stone floor, a great quantity of carved work in the way of saints and apostles, and a few yards of highly coloured canvas, intended to represent Scriptural lessons. We take on board a large number of cattle for the Callao market, and the way they are shipped would cause Bergh an extra pang in his philanthropic breast. They attach a heavy rope to their horns and hoist them out of the lighter they come in, on board, and they often lay insensible some moments after the cruel operation. We sail after several hours here for Callao, which port is reached after two and a half days' sail from Payta. The entrance to Callao is quite picturesque, the Island of San Lorenzo looming up grandly on our right, with the lighthouse crowning its highest peak. As we enter the harbour I note the number of vessels, which is large; the English and German flags predominating. From only one ship did I see the Stars and Stripes flying. There is a large mole built here out into the bay, of heavy mason work, which strikes the stranger as being of immense advantage to the port. From the deck of the steamer the capital, Lima, with its white buildings, is discernible, distant 7 miles, and, after a few hours spent among these hospitable people, take the train for the capital. The distance is only 7 miles, and we pass a country seemingly level (a rise of 500 feet from Callao to Lima, however). On both the cars, one notices how many English-speaking people there are here, and feel that we are among our own Anglo-Saxon race once more.

Of Lima itself, the queen city of South America, I feel hardly competent to speak understandingly, for it would take thousands of pages to present the city in a light that would be rightly considered and understood. It is acknowledged that it is the most interesting city the traveller can visit in the whole South American country, and I have hardly got settled down to regular thinking yet, so as to do it justice. The streets are narrow but well paved—a small cobble being used almost universally—but there are blocks where one sees the American wooden pavement. They clean the streets every night, and the city presents an appearance in the morning refreshing to one who has so lately come in contact with all the filth and squalidness that is so obtrusive in Ecuador. The whole city is well lighted with gas, and the Plaza of an evening looks almost fairy-like, with its splendour of gas jets. On one side is the Cathedral—looming up so grandly—and a visit to the interior will repay one richly. It is the most impressive pile in the city, and the scene on entering for the first time strikes one by the magnificence of its appointments. The organ is deep and full, and fills the whole building with its grand tones. There are a few pictures here, but nothing striking, and no originals to be seen.

The city is full of churches, and next to the Cathedral in size, and equal in importance, is the San Francisco, distant some five blocks from the Plaza. It has been refitted in late years, and presents quite a new and beautiful appearance. Here on Sunday morning I saw the Second Regiment enter for mass, with band playing. The San Pedro is also an immense edifice, and the scene at morning service is most picturesque. It has a large bell, composed partly of silver, and its deep, sonorous peals can be heard over the entire city. All of the churches are richly decorated, and to many of them convents are attached. Opposite the San Francisco is the old Inquisition building, in a good state of preservation still. On the Plaza is a number of statues in marble of colossal proportions, and are really works of art, though not delicately finished. A very interesting walk is to the north side of the River Rimac, which is reached by a bridge, at the entrance of which is a huge arch, with the words *Dios y la Patria* (God and the Country). On the opposite side a walk of fifteen or twenty minutes will bring us to the Alameda Del Scauses, a very beautiful walk, covered on either side with plants and flowers, and a number of marbles are here seen rising amongst the shrubbery. The seats here, as in all the Plazas, are of white marble. A drive for carriages surrounds the whole place, and it is a favorite resort on feast and gala days. At the extreme end is the Church of the Franciscan Friars, and some of them can be seen in the vicinity most any hour with their grey hoods and gowns.

Another great resort for the people of Lima is the Exhibition Grounds, distant about a mile from the Cathedral, in the opposite direction. The Government spent in the erection of buildings and in ornamenting the place the sum of $5,000,000. The walks are beautifully arranged, and flowers, tropical plants and shade trees profusely scattered about. There are a great number of animals in cages; tigers, leopards, lions, and many of the strange-looking horned bipeds of the country. Though not to be compared with Central Park in size, or beauty of location, it is far ahead in ornamentation and the elegance of its buildings. It is crowded on Sundays and feast days, and is a most interesting place to spend a few hours.

In the direction of Callao is a fine drive—a wide alameda extending the whole distance to that city. Of late years it is being ornamented and improved, under the direction of Mr. Barry Meiggs, who has been a live spirit in all public affairs concerning this country. The view on this road is extremely fine—Callao and the bay in the distance, San Lorenzo on the left, and the country intermediate, full of life and quaint beauty.

On returning to the city we pass a grand monument, erected in honour of the struggle the Republics of Chile, Peru, Ecuador, and Bolivia had with Spain in 1893. It was at this time that Valparaiso was bombarded by the Spanish fleet, which event caused a world-wide sensation and a feeling against the Spaniards not yet allayed. Of street scenes, Lima is full of much that is novel to a stranger. The milkmen are all women, and look curiously enough, mounted high up on their animals, their cans suspended from the sides. They have not got the wild war-whoop that distinguishes the New York milkmen, but being women, manage to make themselves heard as they call out *leche* at the door of a morning. Another feature in the streets is the number of persons one meets selling lottery tickets. A lottery is drawn every Wednesday, under the charge of the authorities, and the profits from the same applied to sustaining the hospitals of the city. It is curious to see these vendors of tickets everywhere, on all the corners, in front of the churches on Sundays, and their cry of "ocho mil sole" is heard at all hours and in every street. This is called the rainy season in Lima, and all along the coast, a heavy, drizzly fog prevails, and not a gleam of sunshine is seen for weeks; certainly a dark gloom has hung over the city ever since my arrival, which is not particularly elevating to the spirits. Strangely enough, this winter season is confined to the sea coast, and at a distance of twenty-five miles inland, bright sunshine is the rule, and it is summer. Last Sunday I had the great pleasure of spending several hours in a gallery of paintings, that is famous in this part of the country, and which contains more originals by the real masters than any private collection known. It is owned by Dr. Manuel Ortiz de Zerallos, of this city, and the pictures have been gathered for the past 250 years by the family, many of them having been in the convents and churches of South America, others in the collection of the old Marquis of Hastings, Count of Cignani, Marquis of Lara, and many secured by the breaking up of noble families in Spain and Italy. There are five rooms devoted to the collection, which numbers 1,170 paintings; and here are to be seen fine examples by Titian, Raphael, Michael Angelo, Dominichino, Claude, Rembrandt, Van Dyke, Rubens, Tintoretto, Poussin, Murillo, Velasquez, and in fact, all the great names in art that we have been familiar with always and the world has so long worshipped are here represented on canvas. Of the authenticity of the pictures there can be no question. Many of them are signed by the artists themselves, and the owner has the proofs handed down from the collections they were obtained from. The Government of Chile once tried to secure these paintings, and offered three million dollars for them, which was refused.

A statistician estimates that courtships average three tons of coal each.

"Mr. D——, if you'll get my coat done by Saturday, I shall be for ever indebted to you." "If that's your game it won't be done," said the tailor.

WHY BRITISH SHIPS ARE BEING TRANSFERRED TO FOREIGN FLAGS.

Altogether, Foreign Maritime States must bless Mr. Plimsoll for transferring the carrying trade to foreign bottoms. If they are wise they will look on, and, by carefully facilitating the transfer of ships, reap a rich harvest through our errors. Ships are not transferred because they are unseaworthy, but to avoid unjust detention of crews and general harassment, and to escape handicapping in the competition of the world. The recent craze does not only affect our commerce but our safety in the hour of need; and as the small ship British sailor will soon disappear, our fishing population will be our only reserves. For an instant, let us with Mr. Plimsoll assume that there are plenty of "coffin ships" owned by shipowners of "murderous tendencies" and "ship-knackers," and it follows naturally that those coffin ships will be cast away to avoid survey. Therefore the fear of survey will lead at once to loss of ships. These will not be transferred to foreign flags as they are not good enough. Bad ships will disappear to avoid survey, and good ones will go to avoid delays and detention. They are now often surveyed and certified as seaworthy before being transferred.—*Nautical Magazine.*

COMMERCIAL INTELLIGENCE.

OPIUM.

TUESDAY, 30th November.

The market for Bengal drug continues to keep quiet, with small sales of New Patna at $620, and of New Benares at $595. Sales of New Malwa also at $590, with a reduction from one to one and a half catties. In old drug nothing done. Advice of 22nd instant from Calcutta gives the shipments by the direct steamers at 2,100 chests Patna and 1,500 chests Benares, leaving in stock 600 chests of the former and 100 chests of the latter.

EXPORT CARGOES.

Per steamer *Lorne*, for London:—
280,704 lbs. Congou Tea, 134,631 lbs. Scented Caper, 54,018 Scented Orange Pekoe.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 4/0
Bank Bills, at 30 days' sight 4/1¼
Bank Bills, at 6 months' sight 4/0¾
Credits, at 6 months' sight......4/1¼
Documentary Bills, at 6 months' sight........4/1½
ON BOMBAY.—Bank, on demand 221½
ON CALCUTTA.—Bank, on demand 221½
ON SHANGHAI.—
Bank, sight 72
Private, 30 days' sight 72¾

SHARES

Hongkong and Shanghai Bank Shares—3 per cent. discount.
Union Insurance Society of Canton, new shares—$650 per share.
China Traders' Insurance Company's Shares—$1,375 per share.
China and Japan Marine Insurance—Tls. 105 per share.
Chinese Insurance Company.—$212 per share.
Hongkong Fire Insurance Company's Shares—$542½ per share.
China Fire Insurance Company's Shares—$149 per share.
Victoria Fire Insurance Company's Shares—$159 per share.
Hongkong and Whampoa Dock Company's Shares—30 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—Par.
Shanghai Steam Navigation Company—Tls. 72 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—50 per cent. discount.
Chinese Imperial Loan—£103.

SALES ON NOVEMBER 30TH, AS REPORTED BY CHINESE.

White Wax, 3 pieces, at $78.00, by Yes-tai to travelling trader.
Red Dates, 200 bags, at Tls. 2.0.6.0, by Tuck-mee to travelling trader.
Black Dates, 20 bags, at Tls. 3.0.0.0, by Tuck-mee to travelling trader.
Potato Flour, 50 bags, at Tls. 1.7.5.0, by Tuck-mee to travelling trader.
Vermicelli, 80 bags, at $8.90, by Tai-foong-shun to travelling trader.
Dried Lily Flower, 10 bags, at $8.70, by Kwong-hang-tai to travelling trader.
China Root, 210 bags, at $2.60, by Kwong-hang-tai to travelling trader.
Cuttlefish, 6 bags, at $26.50, by Fook-hing-wo to travelling trader.

STEAM LAUNCH FOR HIRE.

TO be LET for Towing or Picnics, the large, powerful Steam-Launch *CUM LOONG*. Superior accommodation. Terms moderate.
Apply to TUNG KEE & Co., 33, *Praya Central.*
3m 1459 Hongkong, 27th September, 1875.

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1874. Price Ten Dollars.
Apply at the *Daily Press* Office.
Hongkong, 1st February 1875.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 1026 July 7

STORAGE.

COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.
T. G. LINSTEAD.
1909 Hongkong, 18th November, 1874.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 13,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

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"DAILY PRESS" OFFICE, HONGKONG.

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tf 144 Hongkong, 23rd January, 1875.

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THIS Work, in its THIRTEENTH year of its existence, is NOW READY FOR SALE.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

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The Directory is published in two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

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San Francisco	Mr. L. P. FISHER, 21, Merchants' Exchange.
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Hongkong, 2nd January, 1875.

永 煤 記 棧
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 1447 Hongkong, 23rd September, 1875.

Vessels on the Berth.

FOR SWATOW, AMOY, AND FOOCHOW,
Taking Cargo at through rates for TAKAO and TAMSUI.

THE Steamship
"YESSO,"
Captain F. Ashton, will be despatched for the above Ports TO-MORROW, the 2nd inst., at daylight.
Cargo for Takao and Tamsui will be forwarded from Amoy per S.S. "*Hailoong*."
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
21 1763 Hongkong, 30th November, 1875.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *via* SUEZ CANAL.
THE Company's Steamship
"ACHILLES"
will be despatched on or about the 3rd Dec.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1719 Hongkong, 19th November, 1875.

FOR SINGAPORE, BRISBANE, SYDNEY, AND MELBOURNE
(*Calling off* SOMERSET, COOKTOWN, CLEVELAND BAY, BOWEN, *and* KEPPEL BAY, *to land Mails and Passengers.*)
THE Eastern and Australian Mail Steam Company's Steamer
"SINGAPORE"
will be despatched as above on SATURDAY, the 4th December, at Noon.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
1734 Hongkong, 22nd November, 1875.

FOR LONDON AND HAMBURG, *via* SUEZ CANAL.
THE Steamship
"GALATEA,"
Böhme, Master, expected here on or about the 15th Dec. prox., will have immediate despatch as above.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
1761 Hongkong, 29th November, 1875.

STEAM TO YOKOHAMA.
THE P. & O. S. N. Co.'s Steamship
"ORISSA,"
will leave for the above place shortly after the arrival of the S.S. *Ceylon* with the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 27th November, 1875. [1755

STEAM TO SHANGHAI,
(*Taking Cargo at through rates for* NAGASAKI *and* HIOGO.)
THE P. & O. S. N. Co.'s Steamship
"CEYLON"
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 27th November, 1875. [1756

FOR LONDON.
To follow the "Huntley Castle."
THE A 1 British Ship
"LAJU,"
MacWhirter, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
A. MACG. HEATON,
OR
DEACON & Co., *Canton.*
1753 Hongkong, 26th November, 1875.

FOR LONDON.
THE A 1 British Ship
"ALEXANDRA,"
Thos. Bulman, Master, will load here and at Whampoa, and will have quick despatch as above. For Freight, apply to
VOGEL, HAGEDORN & Co.
1721 Hongkong, 19th November, 1875.

FOR NEW YORK.
THE A 1 German Bark
"METEOR,"
Dircksen, Master, 595 Tons Register, having the greater portion of her Cargo engaged, will have immediate despatch.
VOGEL, HAGEDORN & Co.
1658 Hongkong, 9th November, 1875.

FOR LONDON.
THE French Bark
"ADMIRAL DEVOULX,"
Captain Carrique, will have quick despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1539 Hongkong, 15th October, 1875.

FOR LONDON.
THE A 1 British Ship
"HUNTLEY CASTLE,"
Hughan, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
A. MACG. HEATON,
Hongkong;
DEACON & Co.,
Canton.
1683 Hongkong, 12th November, 1875.

FOR NEW YORK.
THE A 1 American Ship
"PILGRIM,"
Captain Fowle, will load here and at Whampoa and will have quick despatch as above.
For Freight, apply to
RUSSELL & Co.
1649 Hongkong, 6th November, 1875.

FOR HAMBURG (*Direct.*)
THE A 1 British Barque
"MONSOON,"
Geo. Hunter, Master, will load here and at Whampoa, and will have quick despatch as above.
For Freight, apply to
WM. PUSTAU & Co.
1657 Hongkong, 9th November, 1875.

FOR CALLAO.
THE A 1 Peruvian Ship
"FRAY BENTOS,"
Ramon Mota, Master, will meet with quick despatch as above.
For Freight, apply to
J. J. DOS REMEDIOS & Co.
1616 Hongkong, 1st November, 1875.

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.

The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.
Hongkong, 23rd February, 1874.

Vessels on the Berth.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.

THE S. S. *OCEANIC* will be despatched for San Francisco, *via* Yokohama, on WEDNESDAY, the 1st December, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 30th instant. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage apply to the Agency of the Company, Praya West.
G. B. EMORY,
Acting Agent.
Hongkong, November 2nd, 1875.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 2nd December, 1875, at Noon, the Company's Steamship "*HOOGLY*," Commandant GAUVAIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 1st December, 1875. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.
C. BERTRAND,
Principal Agent.
Hongkong, 26th November, 1875.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*GOLCONDA*," Captain ANDERSON, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 9th December, at Noon.

Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 8th.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.

Shippers of cargo for Bombay are requested to take note, that the Steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, *may* call at Colombo.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 27th November, 1875.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S.S. "*CITY OF TOKIO*" will leave Hongkong for San Francisco, via Yokohama, on WEDNESDAY, the 15th December, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, via OVERLAND RAILWAYS.

A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 14th proximo. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.
G. B. EMORY,
Acting Agent.
Hongkong, November 15th, 1875.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓%) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10%) only.
WM. PUSTAU & Co.,
Agents.
tf 131 Hongkong, 21st January, 1874.

Post-Office Notifications.

A mail will close

For Ningpo and Shanghai.—Per *China*, to-day, the 1st inst., at 9.30 A.M.
For Singapore and Penang.—Per *Glenfalloch*, to-day, the 1st inst., at 2.30 P.M.
For Swatow, Amoy, Foochow, Takao, and Tamsui.—Per *Yesso*, to-day, the 1st instant, at 5 P.M.
For Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Rockhampton, Keppel Bay, Brisbane, Sydney, Tasmania, and Melbourne.—Per *Singapore*, on Saturday, the 4th instant, at 11.15 A.M.

MAILS BY THE UNITED STATES' PACKET.

The United States' Mail Packet "*OCEANIC*" will be despatched on WEDNESDAY, the 1st December, at 3 P.M., with the Mails—

For Yokohama, San Francisco, the United States, and the United Kingdom.

The Post Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 P.M.

Letters can be posted on board the Packet from 2.30 P.M. to 2.50 P.M., on payment of a Late Fee of 12 cents in addition to the Postage.

The Prepayment of the Postage to all the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the English Packets.

Correspondence addressed to Yokohama and the United States must be superscribed per "*OCEANIC*," and that addressed to the United Kingdom must be superscribed "*via San Francisco*."
ALFRED LISTER,
Postmaster-General.
General Post Office,
Hongkong, 15th November, 1875.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "*HOOGLY*" will be despatched on THURSDAY, the 2nd December, with Mails to and through the United Kingdom *via Marseilles*; to Europe, Saigon, Singapore, Galle, Australia, New Zealand, Aden, Seychelles, Reunion, Mauritius, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Wednesday, Dec. 1st,
5 P.M., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.

Thursday, Dec. 2nd,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Registry of Letters ceases.
11 A.M., Post Office closes except for Late Letters.
11.10 A.M., Letters (but Letters only) *addressed to the United Kingdom or to Singapore* may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 A.M., when the Post Office CLOSES entirely.
ALFRED LISTER,
Postmaster-General.
General Post Office,
Hongkong, 19th November, 1875.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *GOLCONDA* will be despatched with the Mails for Europe, &c., on THURSDAY, the 9th Dec.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 8th Dec.,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT Box, which remains open all night.

Thursday, 9th Dec.,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 A.M., *Letters* may be posted on payment of a LATE FEE of 18 cents extra Postage, until
11 A.M., when the Post Office CLOSES entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *via Brindisi*, or to Singapore, may be posted on board, the Packet on payment of a Late Fee of 48 cents extra postage.
11.50 A.M., Posting on Board ceases.
ALFRED LISTER,
Postmaster General.
General Post-Office,
Hongkong, 27th November, 1875.

Arrangements have been made for the Registration of Correspondence exchanged between the United States of America and this Colony by Pacific Mail Packets of the Occidental and Oriental Steam Ship Company.

The Registration Fee will be 8 cents for each letter, over and above the Postage. This fee, as well as the Postage, must be prepaid.

No letters can be Registered after 2 P.M. on the day of departure of the Mail.
ALFRED LISTER,
Postmaster-General.
General Post Office,
Hongkong, 11th November, 1875.

The following reduced Rates of Postage will take effect from this day:—

	Letters. Cents.	Newspapers. Cents.	Books & Patterns. Cents.
PORTUGAL,—Viâ Southampton	34 per ½ oz.	6	6 per 2 oz.
AZORES ISLANDS,—Viâ Brindisi, Viâ Marseilles	40 per ½ oz.	8	14 per 2 oz.
Viâ Southampton	34 per ½ oz.	6	8 per 2 oz.
CANARY & MADEIRA ISLANDS,—Viâ Brindisi, Viâ Marseilles	34 per ½ oz.	8	12 per 2 oz.
Viâ Southampton	28 per ½ oz.	6	6 per 2 oz.
HONOLULU AND HAWAII,—Viâ Brindisi, Viâ Marseilles	36 per ½ oz.	10	14 per 2 oz.
Viâ Southampton	30 per ½ oz.	8	8 per 2 oz.

ALFRED LISTER,
Postmaster General.
General Post Office,
Hongkong, 5th August, 1875.

The Postmaster at San Francisco has given notice that letters despatched from this Colony (whether through the Post Office, or as consignees' letters) by the United States Mail Packets, will not be forwarded to any places not within the United States unless the proper Postage from America to such places be prepaid in *American* Postage Stamps, but will be returned to this Office.

Such letters should either be prepaid in both Hongkong and American Stamps as above, or posted to an Agent in the United States.

This notice chiefly applies to the following places, the American rates of Postage to which are as follows:—

	Letters. Cents.	News-papers. Cents.	Books. Cents.
Honolulu	6 per ½ oz.	2	4 per 4 oz.
Brazil	15 „ ½ oz.	—	—
Peru, Chili, &c.	22 „ ½ oz.	—	10 per 4 oz.

ALFRED LISTER,
Postmaster General.
General Post Office,
Hongkong, 12th July, 1875.

It is hereby notified that the postage chargeable upon *Paid* Letters addressed to France will henceforward be 12 cents per quarter ounce when forwarded by French Mail Packet, and 18 cents per quarter ounce when forwarded by British Mail Packet.
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified that henceforward the postage on letters addressed to Newfoundland which must be paid in advance, will be as follows, viz.:—

When forwarded viâ Brindisi } 34 cents each ½-ounce.
When forwarded viâ Marseilles } 34 „ „
When forwarded viâ Southampton } 28 „ „
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified for general information, that the Postage on Letters addressed to Norway, when forwarded *via Southampton*, will henceforward be 36 cents for each half ounce which may either be paid in advance, or it may be left to be collected on delivery of the Letters. Unpaid Letters will be subject to an additional charge on delivery.
F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

Extracts.

NOWHERE TO GO.

Nowhere to go! These harrowing words
Came from a maiden sad and lone;
By howling winds as keen as swords
Her fragile form and garb were blown.
She paced the grim old streets and courts
(With hunger pictured in her eyes),
Those spots where savage want resorts,
And hope, long baffled, sinks and dies.

The maiden ne'er had stained her name
With any crime, but long she'd pined;
She shunned the paths that led to shame,
While love lay perfect in her mind.
This heedless city, proud and vast,
Where life's great currents crosswise go,
Saw not this creature rudely cast
Adrift, and dying of her woe.

She heard the hum of restless crowds,
While grief was written on her face;
Her rags, like thin and tattered shrouds,
Half hid and half revealed her grace.
She yearned to catch some kindly eye,
One face where pity might be seen;
For earth seemed like a darkened sky
That shows not where the sun has been.

She wandered long, but died at last
Of want and woe, yet no one cared:
Her unclosed eyes were heavenward cast,
And with a glassy lustre stared!
Cold on the pavement stretched she lay,
A marble pallor on each cheek;
Yet on her lips there seemed to play
A fond and faint desire to speak.

Nowhere to go! Oh, God, how long
Will these sad words strike on our ears?
They're ever falling from the tongue
And mingling with the bitterest tears.
They rise and fall on every side
Where want without a crime may dwell,—
Where women burning miseries hide,
And men their sorrows scorn to tell.

An age may come, God speed it on!
When famished millions shall be less;
And Pity reach each friendless one
With gifts designed to cheer and bless:—
An age to hush the tragic cries
From hungering hosts in every land;
Wherein the pining poor may rise,
No more 'tween death and want to stand!

—*St. James's Magazine.*

COMMON-SENSE VENTILATION.

Colonel G. E. Waring, Jun., writes in the *Atlantic* as follows:—

The best practical statement I have met about ventilation was contained in the remark of a mining engineer in Pennsylvania: "Air is like a rope; you can pull it better than you can push it." All mechanical appliances for pushing air into a room or a house are disappointing. What we need to do is to pull out the vitiated air already in the room: the fresh supply will take care of itself if means for its admission are provided.

It has been usual to withdraw the air through openings near the ceiling, that is, to carry off the warmer and therefore lighter portions, leaving the colder strata at the bottom of the room, with their gradual accumulation of cooled carbonic acid undisturbed. Much the better plan would be to draw this lower air out from a point near the floor, allowing the upper and warmer portions to descend and take its place.

An open fire, with a large chimney throat, is the best ventilator for any room; the one half or two thirds of the heat carried up the chimney is the price paid for immunity from disease; and large though this seems from its daily draft on the wood-pile or the coal-bin, it is trifling when compared with doctors' bills and the loss of strength and efficiency that invariably result from living in unventilated apartments.

FLANDRIN AND HIS BROTHER.

Paris was the great goal of the young students' hopes; and at last, after long hoarding, means enough were accumulated to enable the two brothers to set out and *walk from Lyons to the capital* whence Hippolyte wrote, April 11th, 1829, from an unfurnished room, Quai de la Cité, No. 13. Their furniture consisted of a bedstead with a palliasse and mattress, a table, two chairs, a candlestick, and a water-pot. "I nearly forgot the broom," said the painter. He added:—"We get up at five o'clock and go out for a whiff of fresh air in the Luxembourg, which is not far, and then at six we set to work. At eight or nine we breakfast. Unfortunately bread was never so dear as it is just now. Then we work till six in the evening. Our breakfast cost five sous each, and we dine for fifteen sous a piece, which makes forty sous a day between us." Dinners were not invariably to be had even at this rate, but three sous' worth of fried potatoes, bought on the Pont Neuf, and divided between the two, must needs be substituted. "You bade us not run into debt," was the message to the parents, who were scrupulously obeyed. To Englishmen it must seem strange that such students as these, thankful for a hardly-saved remittance of a hundred francs from home, should have the choice of masters—should be able to say that they could secure teaching from Hersent or from Ingres, which they pleased.—*Athenæum.*

HEALTH NOTES.

We breathe in sleep about fifteen times every minute.

If the bowels are loose lie down in a warm bed, remain there and and eat nothing until you are well.

Do not allow yourself to read a moment in any reclining position, whether in bed or on a sofa.

Never swallow an atom of food while in a passion, or if under any great mental excitement, whether of a depressing or elevating character; brutes won't do it.

The importance of wholesome water and good sewerage to every single dwelling cannot be over-estimated, and any city neglecting this vital matter must expect to suffer at all times, and particularly when an epidemic of any kind sweeps over the country.

To be able to lie down at night and fall to sleep within ten minutes, and to know no dream or waking until the morning comes, and then to bound out of bed full of health, freshness, and good humor, is a blessing well worthy the warmest outgushings of a thankful heart towards Him who giveth us all things richly to enjoy.

The great regulator of sleep is exercise; it is the best anodyne in the universe, and is the only one that is always wholesome and natural. If you cannot take much exercise, take a little, and every second hour increase the distance, and soon you will be able to walk a mile more easily than you walked the the first hundred yards.

If an action of the bowels does not occur at the usual hour eat not an atom until they do act, at least for thirty-six hours; meanwhile drink largely of cold water or hot tea, and exercise in the open air to the extent of a gentle perspiration, and keep this up until things are righted; this one suggestion, if practiced, would save myriads of lives every year, both in city and country.

Those parents who make the greatest slaves of themselves for the benefit of their children, experience the least heart-comfort from these children in after life; while sons and daughters who have been made to bear their full share of domestic cares, and burdens, and trials, and labors, will grow up with kind hearts and generous natures, making sympathizing husbands, considerate wives, and benevolent citizens.

Each inhalation of pure air is returned loaded with poison; a hundred and fifty grains of it is added to the atmosphere of a bedroom every hour, or twelve hundred grains during a night. Unless that poison-laden atmosphere is diluted or removed by a constant current of air passing through the room, the blood soon becomes impure, then circulates sluggishly, accumulating and pressing on the brain, giving rise to frightful dreams.—*From Dr. Hall's Maxims.*

SPORT IN AUSTRIA.

Ancient wine! Bravo old wine!
How it around the heart doth twine.
Poets may love
The stars above,
But I love—wine!

Such was the burden of our songs as we stretched our legs round Count C.'s hospitable board in his Jagd-schloss some four "stunden" from Engelhartzell on the Danube. The triumvirate—consisting as before of the Doctor, Elliot, and myself—were in great force considering the many hours' horrid shaking we had experienced in the ricketty old *eilwagen* that brought us from the wharf, for we had got through a sumptuous dinner, and the empty bottles of Ruszter, Nessmuhler, Ofner, Erlaur, and Adelsberger, showed we had done ample justice to our good cheer. Oh, ye *bon vivants* who systematically imbibe a chemical concoction especially manufactural for the outside market and imagine you are drinking the glorious vintage of Champaign, why do you not send to Hungary and obtain the generous and heart-cheering wines of that sunny land which are unsurpassed by any on the globe, and may be obtained at less than one third the cost of the spurious article?

Mais à nos moutons. Our host informed us that his presence was shortly required in Vienna, so that he could only have a day's sport with us, but that his shooting-box and *jagers* were at our disposition as long as we liked to stay in the forest. It is only in Austria that one meets with such courtesy.

Later in the evening the head-forester and his followers, several of whom were smart-looking Tyrolese, made their appearance to arrange for the morrow's sport, and a rare programme was laid before us. Stags, carrying fine heads, had been marked down in three places; the haunt of a weird, white stag, that for years had defied the hunter's skill and strategy, had been discovered at last in some secluded plateau; three or four sounders of hog had been ringed; and last, but not least, several badgers' earths had been found. At this last intelligence the Count's eyes glistened, for he had lately received a pack of badger-hounds of the true Saxe-Gotha breed, and had not yet blooded them; so, in deference to our host's wish, it was determined to commence operations with badger-drawing, at which sport we were all more or less novices. This decided, a cithern was put on the bottom of the table, and half a dozen stalwart young Tyrolese jagers commenced to *jodeln* and carol forth *schnadahüpfln* until the surrounding woods re-echoed their wild airs full of melody.

The cithern, when well played, as it often is by the mountaineers, has a wonderful sweetness of tone, and is a charming accompaniment to the human voice, its notes being plaintive, distinct, and full of expression. The poet Kobell thus describes it:—

Well, faith, it is the strangest thing!
What's in a cithern's tone?
It moves the heart and makes it sad,
As I've heard most folks own.
And then it is so sweet and gay,
And sounds in merry style;
'Tis just as if you bravely laugh'd,
And yet did weep the while.

At half-past nine o'clock the booming of a gong was heard resounding through the schloss, and we all adjourned to the hall, where a benignant but jolly-looking old padre chanted a short stave and administered his blessing to the household, the whole service being completed in less than ten minutes. We were then shown to our room, and, having each ensconced himself between a couple of feather beds, we slept the sleep of the righteous.

Daylight had scarcely made its appearance when the booming of the gong sounded loud enough to awaken the seven sleepers, and, having performed our ablutions and got into our shooting-gear, we made our appearance in the hall, where, after a short matinly prayer, we fell to and did ample justice to our host's good cheer. This important event of the day being brought to a satisfactory conclusion, we shouldered our guns, handed our rifles over to the jagers, and accompanied the Count and the head forester into the woods. It was a beautiful morning, and the rich autumn hues had already appeared on the foliage, and variegated the sombre green of the forest with brilliant patches of yellow, red, and purple. At an open glade in the forest we found a couple of keepers with the pack, which consisted of eight turnspit-looking dogs, scarcely twelve inches high at the shoulder, with very long bodies, short legs, and covered with a thick loose skin, apparently many sizes too large for them. Their heads, which somewhat resembled a cross between a pointer and a bloodhound, appeared far too large for their bodies, although the feet were also of great size. The Count informed me that he had a great quantity of ground-game destroyed by badgers. During the night their keenly-developed scent enables them to track up capercaile, black game, grouse, and partridges to their nests, when they would make a *bonne-bouche* of the eggs or young brood, besides frequently surprising the old birds. The badger will also commit great havoc in a warren, for, having tracked a rabbit up to his hole, he never fails to unearth him, being provided with fore and hind claws admirably adapted for burrowing even in the hardest soil.

At length we got to the spot where the first badger had been marked, and fresh pugs were very distinct, showing that he and his better half had been on their nocturnal prowl and had returned to their burrow, which was situated under a shelving rock. The dogs soon took up the scent and became extremely excited; and the forester, having ascertained that the entrance was sufficiently large, slipped "Kelb," one of the best-looking of the pack, who went to work in a most scientific way; for, instead of taking earth at the apparently large hole, he went round the rock, and, after ferreting from some time amongst the brushwood, he suddenly disappeared, having found another entrance that the keepers had not noticed, and, after a short tussle and muffled snarling underground, he drew a large female badger, whom he had seized by the head in his massive jaws, for one of the eyes was torn out of the socket, and she was powerless to bite. The old dog had received but little injury, although his chest was somewhat torn with the badger's powerful claws. Hardly was the poacher unearthed than a bull-terrier belonging to Elliot, who had not been entered, flew at her throat and gave her a quietus, and then we should have had a battle royal between the dogs if the whip had not been freely used. A second dog was now slipped into the first entrance, but he failed to draw the old male, and came out with his lip hanging over his jowl, his muzzle very much torn, and a severe bite in the fore foot. In the meantime Elliot's bull-terrier plunged into the second hole, and, after a violent struggle, brought the male badger out by the throat, and, although he was a good deal bitten and clawed, he did not relax his hold until his antagonist was dead.

The ordinary way of taking badgers alive in Germany is by placing a net at the entrance of his hole when he is out feeding. This must be skilfully done. A small bag-shaped net is placed within the mouth of the hole, fastened securely to pegs outside, with the mouth of the net outwards, and having a running string round it. The badger-hounds are then thrown off at some distance, and as soon as they give tongue the badger makes for home at all speed, and runs into the net, which closes behind him by the tightening of the running string at its mouth. If the hunter does not come up to take his game pretty quickly he may find that he has gnawed his way through the net.

Having had enough of badger-drawing, we lunched, and then, at the head forester's suggestion, made our way up the ridge of a tolerably lofty hill that led to the head of a densely-wooded gorge, which was said to be a certain find for both deer and boar. Hardly had we taken post singly, so as to command the different points of egress, than the hounds were heard giving tongue, and shortly afterwards I heard the crack of Elliot's rifle, followed by a rustling in the bushes to my front, but I could discern nothing. Rifles cracked to the right and to the left of me, still not a chance did I get at anything, nor indeed did any animal come in my direction save an old dog fox with a famous brush, who looked me straight in the face as if to say "I don't mind you, old fellow," and trotted off over the hill. The yelping of the dogs now sounded very near, and the old forester who had accompanied me shook his head ominously, as if to imply the game was up, when suddenly my attention was attracted by the sound of rolling stones, and a fine stag came scrambling towards us, a loud shrill whistle from my companion caused him to halt, and I succeeded in lodging my ball at the point where the throat joins the chest, and over he rolled at our feet. I then saw that he had been previously wounded by one of my friends, and that I had no claim to the horns. This was somewhat discouraging, and the disappointment threw me off my shooting, for I missed a double shot at a roebuck immediately afterwards. "Geduld! Geduld!" whispered the old forester, smiling at my somewhat flurried appearance—for I prided myself upon my skill as a game shot—"Listen, there are 'wild-schwein' coming!" and immediately afterwards a sow, followed by a boar, came trotting up towards us. This time I somewhat redeemed by tarnished reputation as a shot, for I disposed of both of them handsomely with a right and left through the shoulder. The boat was now over. The count had killed two stags and wounded a third; the doctor had bagged a roebuck and wounded two stags; and Elliot had killed a stag and a boar and wounded the stag I had afterwards dispatched.

It is not customary in these large forests to slip hounds after wounded deer, as it is quite impossible to follow them up. I have lately heard that in some parts of Bavaria it is usual for foresters to follow up a severely wounded animal with a "dachs-hunde," or slot-hound, fastened by a strap to the belt. These animals are exceedingly well broken, and have most wonderful noses, so that if a deer is hard hit he is generally recovered. When the country is open, and there is not much undergrowth to prevent the juagers following, hounds are often used, which bring the stag to bay. Then the proper thing to do is to give him the *coup de grâce* before any of the hounds are injured. In Germany this is done in a very scientific and humane manner, for a small double-edged knife is driven with great care behind the ears where the back of the head joins the neck, and, the brain being penetrated and the spinal-cord divided, life is immediately extinct.—*Illustrated Sporting and Dramatic News.*

THE FORCE OF HABIT IN ANIMALS.

Some time ago there was in London, for the season, a lady who is very well known in the the French fashionable world. One day she happened to see in the streets a monkey begging pence from the public in the prettiest manner for the benefit of his master, an organ-grinder. The Marquise took a fancy to it, bought it, dressed it in the gaudiest of raiment, and made it a pet. The lady, the other day, had, in Paris, a fashionable reception for the benefit of the *Inondés*, and, of course, her pet was the wonder of the room. In the course of the evening a young lady set down at the piano, and, accompanying herself, sang with exquisite taste a little drawing-room song. As soon as the lady had finished, the monkey, who, though now partially civilised, had not forgotten his former duties, seized a hat, and holding it before each guest, according to his custom, commenced a collection. The vocalist laughed, the Marquise looked vexed, but, to the amusement of everybody, the animal went the rounds and collected a large sum. His task ended, he jumped upon the knee of the singer, and, amidst shouts of laughter, deposited the contents of his hat in her lap. The collection was, of course, devoted to the charitable fund, but Bibo made a distinct hit, and monkeys are just now in strong request in fashionable society.—*Figaro.*

A CORNISH RAILWAY.

There are some considerable curiosities of locomotion in Cornwall. A very singular line of railway formerly ran from Bodmin to Wadebridge. This last is a curious corner, but I don't know much about it beyond the fact that woodcocks were selling in the neighbourhood the winter before my visit at fourpence apiece. But the railway as it was, was the most primitive railway conceivable. It was the second that was made in this country, before the idea of the railway station, with all its adjuncts, rooms, and offices. The trains were almost entirely for the transit of the heavier materials, such as granite, and it was not thought worth while to enter the trains in a "Bradshaw," although passengers were carried once a day, I think, on alternate days. The distance was about seven miles, and the time consumed was about an hour and a half. We hear of miracles of speed, but there are also such things as miracles of slowness. The driver would stop the train to have a crack with an acquaintance. He would dismount from the engine to drive away a stray sheep or flock of cackling geese. One day the train is said to have overtaken an old woman, or rather an old woman overtook the train. The driver offered her a lift. She thanked him kindly, but said she couldn't that day, as she was in a great hurry to sell her eggs. When they got into Bodmin, sure enough the old lady was in the market, leisurely driving her honest trade.—*Our Own Fireside.*

THE DEATH OF JAMES II. OF SCOTLAND.

James II. finding that the garrison, confiding in the power of the place, was determined to make steady resistance, resolved to besiege it in force. He raised a battery on the north bank of the Tweed and armed it with guns, some of which were of heavy calibre. One of his chief bombards was called the Lion, in consequence of its vast size. It was made in Flanders of fine brass, and bore a Latin inscription intimating its name. These guns opened on the castle about the end of June, and on the arrival of the Earl of Huntly with forces in the camp, the King conducted him and the Earl of Angus to see the battery at work, on the 3rd of August. "One of the pieces was a huge gun of Flemish manufacture, rudely constructed with iron bars, girded with metal hoops, which were made fast by strong oak wedges; and as the King was standing in its vicinity watching the effect of its discharges, the clumsy piece, which, through the ignorance of the engineer had been overcharged, suddenly burst, and one of the wooden wedges unfortunately striking the King on the groin, broke his thigh and killed him on the spot. The Earl of Angus was severely wounded at the same time." James was only in his twenty-fourth year, and his successor, James III., was only seven years of age. A holly-tree, a little below Fleurs, marks the spot where he was slain. When the Queen, Mary of Gueldres, saw his body lying lifeless, she exclaimed, "There lies the Fair Corpse!" and the place long bore that name. This calamity filled his troops with fury, and the castle was soon taken. The English were allowed to march home with arms and baggage, and the fortress was razed to its foundations.—"*British Battles on Land and Sea,*" by *James Grant.*

HONGKONG MARKETS.

As Reported by Chinese on the 30th November, 1875.

COTTON GOODS.

Article	Unit	Price
American Sheetings, 15 lbs.	per piece	$2.60 a 2.75
American Drills, 30 yards	"	2.75 a 2.60
" 40 "	"	3.70 a 3.80
Cotton Yarn, No. 16 a 24	per 400 lbs.	83.00 a 105.50
" 28 a 32	"	112.00 a 117.00
" 38 a 42	"	116.00 a 130.00
" Bombay	"	83.00 a 87.50
Chintz	per piece	$1.90 a 1.98
Dyed Spotted Shirtings	"	3.60 a 3.95
" Brocades Do.	"	3.85 a 4.10
" Damask Do.	"	5.05 a 6.00
English Drills, 30 yards	"	2.40 a 2.42
" 14 lbs.	"	3.05 a 3.20
" 15 lbs.	"	3.20 a 3.45
Grey Shirtings, 7 lbs.	"	1.70 a 1.85
" 8 lbs.	"	2.00 a 2.05
" 8½ lbs.	"	2.15 a 2.50
" 9 lbs.	"	3.00 a 3.10
" 10 lbs.	"	3.35 a 3.50
Grey T-Cloths, 24 yds & 32 in. 6 lbs.	"	1.45 a 1.50
" 24 " & 33 in. 7 lbs.	"	1.60 a 1.72
" 24 " & 36 in. 8 lbs. XO	"	2.15 a 2.20
" 24 " & 36 in. 8 lbs. QL	"	2.17 a 2.20
" 24 " & 36 in. 8 lbs. XX	"	2.70 a 2.75
Handkerchiefs, Blue	per doz.	0.60 a 0.70
" Brown	"	0.63 a 0.65
" Red	"	0.77 a 0.80
" Light Red	"	0.75 a 0.76
Jeans, 30 yards	"	2.34 a 2.50
Muslins, White, Plain, 12 yards	per piece	1.15 a 1.25
" Figured 24	"	2.05 a 2.25
Turkey Red Shirtings, 2 lbs.	"	2.15 a 2.35
" 3 lbs.	"	2.35 a 2.40
Velvets, Black, 22 in.	per yard	0.21 a 0.32
" Gentian, 22 "	"	0.19 a 0.20
Velveteens, Black	"	0.24 a 0.25
" Gentian	"	0.30 a 0.31
White Shirtings, 64 a 60 reed	per piece	1.95 a 2.10
" 64 a 68	"	2.45 a 2.61
" 68 a 80	"	2.80 a 3.45
" 600	"	3.85 a 3.90
" 7,000	"	3.50 a 3.55
" AA	"	1.00 a 1.05
" EF	"	6.00 a 6.03
" MH	"	4.80 a 4.85
" KI	"	6.05 a 6.10
White Spotted Shirtings	"	2.50 a 2.55
" Brocades	"	2.70 a 2.75

WOOLLEN GOODS.

Article	Unit	Price
Blankets, 7 lbs.	per pair	$2.85 a 3.20
" 8 lbs.	"	3.20 a 3.30
" 9 lbs.	"	3.50 a 3.70
" 10 lbs.	"	4.25 a 5.00
" 12 lbs.	"	6.10 a 6.20
Camlets, SSS	per piece	16.00 a 16.50
" SS	"	17.50 a 18.00
" S	"	18.50 a 19.00
" BBB	"	19.00 a 19.50
" AAA	"	18.90 a 19.50
" LLL	"	16.50 a 17.00
Cloth, Broad	per yard	2.18 a 3.00
" Medium	"	1.03 a 1.80
Long Ells, MM Scarlet	per piece	9.70 a 9.80
" Assorted	"	9.10 a 9.20
" HH Scarlet	"	9.60 a 9.70
" Assorted	"	9.10 a 9.20
" H Scarlet	"	9.70 a 9.80
" Assorted	"	9.15 a 9.20
Lustres, Figured	"	5.10 a 5.20
Lasting, DD	"	15.00 a 15.30
Orleans, Plain	"	5.50 a 5.90
Spanish Stripes	per yard	0.80 a 0.81

METALS.

Article	Unit	Price
Iron, Nail Rod	per picul	2.85 a 3.00
" Hoop	"	3.00 a 3.75
" Bar	"	2.90 a 2.95
" Wire	"	7.50 a 7.65
Lead	"	7.50 a 7.70
Pigs, W.B.	"	7.60 a 7.80
" Lead, LB	"	7.50 a 7.60
Quicksilver, English	"	100.00 a —
" American	"	100.00 a —
Steel, English	per tub	4.20 a 4.80
" Swedish	"	5.20 a 5.30
Sheathing Metal	per picul	23.00 a 26.00
Spelter	"	7.00 a 7.75
Tin, Malacca	per picul	23.80 a 24.70
" Plates	per box	6.90 a 7.00

PRODUCE.

Article	Unit	Price
Almonds	per picul	21.00 a 22.50
Hemp, 1st quality	"	1.30 a 1.35
" 2nd	"	1.45 a 1.60
Bark, Siam	"	0.88 a 1.10
" Camphor	"	13.80 a 14.00
Bêche de Mer	"	50.00 a 55.00
Bees Wax, Japan, White	"	10.00 a 10.50
" Yellow	"	50.00 a 52.00
" Hankow, White	"	78.00 a 80.00
Birds' Nests, 1st quality	per pcl.	$3,500 a 4,000
" 2nd "	"	650 a 800
" 3rd "	"	170 a 250
Brimstone	"	3.25 a 3.50
Buffalo's Hide, Manila	"	12.00 a 15.50
Camphor, packed	"	13.60 a 14.00
" Baroos, clean	"	5,000 a 5,200
" Refuse	"	3,000 a 3,000
Cardamons, Superior	"	150.00 a 170.00
" Inferior	"	23.00 a 24.00
Cloves	"	40.00 a 42.00
Coals, Afloat	per ton	
" English steam	"	11.75 a 12.80
" Sydney	"	9.75 a —
Coffee	per picul	23.20 a 24.50
Copper Sheathing, Japan	"	24.00 a —
" Bolt	"	24.50 a —
" Nails	"	23.50 a 23.80
Cotton, Shanghai	"	20.50 a 21.00
" Bombay	"	13.50 a 17.50
" Shantung	"	19.50 a 20.00
" Ningpo	"	21.50 a 22.00
" Tientsin	"	22.00 a 22.50
" Tungchow	"	23.00 a 24.00
" Calcutta	"	14.00 a 16.50
Cotton Seeds, Saigon	"	6.50 a 6.60
" Siam	"	5.80 a 5.90
Cow's Hide	"	8.50 a 9.75
Cuttlefish, Japan	"	21.00 a 23.00
" without bones	"	12.50 a 14.00
" Chauchow	"	27.50 a 28.00
Cutch	"	5.80 a 6.00
Dates, Black	"	3.75 a 4.25
" Red	"	3.20 a 4.00
Dried Lily Flowers	"	9.10 a 9.35
Elephant's Teeth, 4 a 5 pieces	"	250 a 300
" 7 a 8	"	200 a 220
Flour, California, per sack of 50 lbs.		1.30 a 1.40
" American per barrel of 100 lbs.		2.70 a 2.80
" " of 200 lbs.		6.10 a 6.25
Fungus	"	36.00 a 37.00
Flints	"	0.50 a 0.60
Ginseng, American, 1st quality	"	230.00 a 300.00
" 2nd "	"	160.00 a 210.00
Hams, Ordinary	"	15.40 a 18.50
" Superior	"	29.20 a 30.00
Hemp, Hankow	"	10.50 a 11.50
" Siam	"	10.40 a 11.00
Isinglass, Japan	"	36.00 a 45.00
Melon Seeds, 1st quality	"	5.30 a 5.70
" 2nd "	"	5.20 a 5.40
Mushrooms	"	55.00 a 61.00
Mussels, Dry Siam large	"	11.00 a 12.30
" " middle	"	7.50 a 8.50
Mussels, Dry Siam small	per picul	$5.50 a 5.85
Peas, White	"	2.05 a 2.10
" Green	"	2.05 a 2.20
" Black	"	1.68 a 1.70
" Yellow	"	1.80 a 1.85
" Green Beans	"	1.90 a 1.93
Pearl Barley	"	6.50 a 7.80
Potatoe Flour	"	2.00 a 2.40
Putchuck	"	13.00 a 14.70
Rhinoceros Horn	"	2,000 a 3,000
" Mother	"	2,000 a 2,400
Rice, Bengal, Cargo No. 1	"	2.45 a 2.50
" " 2	"	2.20 a 2.25
" Siam, white	"	1.55 a 1.60
" " mill cleaned	"	1.45 a 1.50
" Manila	"	2.35 a 2.40
" Singapore	"	1.88 a 1.91
" Saigon	"	1.40 a 1.60
" Arracan	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
Saltpetre	"	4.75 a 5.50
Seaweed, Green	"	2.05 a 2.20
" Cut	"	3.75 a 3.95
Sesamum, White	"	4.10 a 4.30
" Black	"	2.85 a 3.20
Sharksfin	"	35.00 a 60.00
Shellfish, Japan	"	27.00 a 45.00
" California	"	14.00 a 14.50
Stoc-fish	"	5.00 a 5.40
Straits Produce, &c.—		
Rattans, Straits	per picul	5.20 a 5.50
" Banjar	"	4.25 a 4.50
Pepper, White	"	16.80 a 17.00
" Black	"	10.40 a 10.70
Betel Nut	"	2.50 a 2.85
Sandal Wood, Malabar	"	4.10 a 4.20
" South Seas	"	16.00 a 16.50
Sapan Wood, Manila	"	1.60 a 3.10
" Siam	"	2.25 a 2.50
Sugar, Canton White, 1 a 3	"	6.15 a 6.60
" " Dark Brown	"	4.70 a 5.00
" West Coast, Dark Brown	"	— —
" Manila, Dry White	"	5.15 a 5.60
" Candy	"	8.45 a 8.50
" " Foochow	"	8.00 a 0.30
Vermicelli, Tientsin	"	8.50 a 9.20
Walnuts	"	4.50 a 4.85
Wheat, Tientsin	"	1.75 a 1.80
" California	"	2.00 a 2.05
Wood Oil	"	Tls. 5.7.3.0 a —
Pea "	"	5.1.0.0 a 5.1.6.0
Tea "	"	$9.25 a 9.55
Window Glass	per box	3.20 a 3.30

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Albay		Span. str	269		Repairing in Dock
Amoy	Drewes	Brit. str	814	Siemssen & Co	
Arratoon Apcar	R. Cass	Brit. str	956	Siemssen & Co	
China	P. H. Henninge	Ger. str	648	Siemssen & Co	Shanghai
Fame	Vicary	Brit. str	116	H. K. & W. Dk. Co	*Tug Plying*
Glenfalloch	McBain	Brit. str	1386	Jardine, Matheson & Co	Singapore, &c.
Gunga	Gareeau	Fren. str	797	Landstein & Co	
Hoogly	Gauvain	Fren. str	1500	Messageries Maritimes	Saigon, &c.
Iobang ‡	B. Martin	Brit. str	700	Butterfield & Swire	
Kinshan ‡	Cary	Brit. str	1050	H. C. & M. Steamboat Co	
Kiu-Kiang	Morton	Brit. str	1061	H. C. & M. Steamboat Co	
Little Orphan	—	Amr. str	45	Captain T. B. Benning	Tug Plying
Ly-ee-moon	Forrest	Brit. str	611	Birley & Co	
Maetan	Larinaga	Span. str	301	H. Kier	
Mecca	Johnson	Brit. str	687	Hop-kee	
Norna	C. Koch	Brit. str	606	Kwok Acheong	Swatow
Oceanic	Parsele	Brit. str	3349	O. & O. S. N. Co	Yokohama, &c.
Ocean	Jaques	Brit. str	970	Chinese	
Orissa	Harvey	Brit. str	1118	P. & O. S. N. Co	Yokohama
Pardo	R. T. Power	Brit. str	763	Landstein & Co	
Pernambuco	W. Hyde	Brit. str	643	Landstein & Co	
Powan §	A. Benning	Brit. str	1890	H. C. & M. Steamboat Co	
Singapore	J. H. Peake	Brit. str	964	Gibb, Livingston & Co	Australia
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	Repairing In Dock
Sunda	E. M. Edmond	Brit. str	1033	P. & O. S. N. Co	
Volga	Nomdeden	Fren. str	965	Messageries Maritimes	Yokohama
White Cloud ‡	T. B. Benning	Brit. str	652	H. C. & M. Steamboat Co	
Yesso	E. Ashton	Brit. str	559	D. Lapraik & Co	East Coast
Yot-sai §	W. Kentwell	Brit. str	180	Kwok Acheong	
Yottung		Brit. str	323	Kwok Acheong	Laid up

‡ *Running between Hongkong and Canton.*
§ *Running between Macao and Hongkong.*

SAILING VESSELS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Albatros	Koppelmann	Ger. bk	377	Melchers & Co	
Alexandra	Thos. Bulman	Brit. sh	898	Vogel, Hagedorn & Co	London
Alva	E. A. Souza	Port. sh	632	Brandao & Co	
Amiral Devoulx	P. Carrique	Fren. bk	774	Vogel, Hagedorn & Co	London
Annie Gray	R. More	Brit. sh	727	Rozario & Co	
Armenia	Salter	Amr. bk	326	Frazar & Co	
Auguste	A. Bernard	Fren. bk	844	Carlowitz & Co	Shanghai
Beethoven	R. Huje	Ger. bk	340	Melchers & Co	
Burra Noorfol	A. Worgitzky	Siam. bk	360	Chinese	
Canton	C. Kundsen	Siam. sh	779	Chinese	
Caprera	Randell	Amr. bk	700	Wm. Pustau & Co	
Carl Ritter	H. C. Lausen	Ger. bk	596	Siemssen & Co	
Caroline Behn	Schmidt	Ger. bk	673	Siemssen & Co	
Carrick Castle	J. Dodds	Brit. sh	898	Adamson, Bell & Co	
Channel Queen	Lenfestey	Brit. sh	609	Ed. Schellhass & Co	
Charger	G. B. Knowles	Amr. sh	1444	Russell & Co	
Charter Oak	Smith	Brit. sh	963	Jardine, Matheson & Co	
Chateaubriand	F. Herve	Fren. bk	384	Carlowitz & Co	
Ching-too	John Baikie	Brit. sch	304	Rozario & Co	
Clara	W. Sampson	Brit. sh	938	Borneo Co., Limited	San Francisco
Eastern Monarch	A. Donaldson	Brit. sh	1706	Melchers & Co	
Figaro	E. Berard	Fren. bk	434	Gas Co.	
Flodden	J. Murdoch	Brit. bk	337	Jardine, Matheson & Co	Melbourne
Fray Bentos	R. Mota	Peru. sh	410	J. J. dos Remedios & Co	Callao
Gloucester	Vincent	Brit. bk	526	Rozario & Co	Dunedin
G. T. Ray	P. Fraser	Brit. bk	356	A. MacG. Heaton	New York
Hammonia	G. Weller	Ger. bk	390	Siemssen & Co	
Haze	Wilkinson	Amr. sh	862	Jardine, Matheson & Co	
Humboldt	A. F. Stoll	Ger. bk	330	Ed. Schellhass & Co	
Irene	O. Hanson	Ger. bk	264	Taylor & Thompson	Takao, &c.
Johanne	A. Firmbaber	Ger. bg	252	Wm. Pustau & Co	
Johann Carl	E. Gutsmuths	Ger. bk	887	Wm. Pustau & Co	
Johann Smidt	H. Rohkar	Ger. bk	432	Wieler & Co	
Kerchalon	A. Lanco	Fren. bk	267	Landstein & Co	
Kim Young Tye	H. Otto	Siam. bk	349	Chinese	
Krung Thep	N. Duhrssen	Siam. bk	483	Siemssen & Co	
Laju	McWhirter	Brit. sh	556	A. MacG. Heaton	London
Lammermuir	J. N. Smart	Brit. sh	1054	Gibb, Livingston & Co	Singapore
Lizzie	Inckey	Brit. bk	385	Broadbear, A'thony & Co	
Lunalilo	W. H. Marston	Haw. bk	473	Taylor and Thompson	
Madone	Huon	Fren. bk	458	Landstein & Co	Singapore
Meteor	N. H. Dircksen	Ger. bk	594	Vogel, Hagedorn & Co	New York
Minna	L. Thurn	Ger. bk	356	Wm. Pustau & Co	
Mirolla	Ed. Pitt	Brit. bk	727	Wieler & Co	
Montego	J. Griffiths	Brit. bk	316	Ed. Schellhass & Co	
Neu Granada	E. Bauer	Ger. bk	294	Ed. Schellhass & Co	
New Era	Sawyer	Amr. sh	1145	Russell & Co	San Francisco
Norham Castle	Kelso	Brit. bk	698	Adamson, Bell & Co	
Norseman	F. Soderstrom	Siam. sh	711	Chinese	
Novelty	D. M. Limmex	Brit. bk	376	Russell & Co	
Orange Grove	J. Hutchison	Brit. bk	585	Rozario & Co	Saigon
Resolution	M. Conception	Siam. sh	816	Chinese	
Rubicon	J. Timmsen	Brit. sch	284	Arnhold, Karberg & Co	
Ruth	C. Minto	Brit. bk	468	Carlowitz & Co	
St. Paul	H. Tarek	Siam. bk	299	Tuck-mee & Co	
Sumatra	Mullin	Amr. sh	1072	Frazar & Co	
Terentia	D. Beran	Brit. bk	344	Wm. Pustau & Co	
Teresa	Joze C. Gomez	Span. bk	251	Siemssen & Co	
Three Brothers	H. Kahlke	Brit. bk	366	Yee Tay	Bremen
Uranus	Lauritz Berg	Nor. bk	486	Ed. Schellhass & Co	Singapore
Ville de Lillie	H. Rickmans	Fren. bk	430	Landstein & Co	Saigon
Wilhelmine	J. A. Koch	Brit. bg		Landstein & Co	
William Turner	Vandervord	Brit. bk	431	Rozario & Co	
Zephyrus	R. Williams	Brit. bk	899	Taylor and Thompson	San Francisco

WHAMPOA.

SAILING VESSELS.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Huntley Castle	Jas. Hughan	Brit. sh	623	A. MacG. Heaton	London
Lotte	Hildebrand	Ger. bk	400	Wieler & Co	Hamburg
Monsoon	Geo. Hunter	Brit. bk	283	Wm. Pustau & Co	New York
Pilgrim	Frank Fowle	Amr. sh	956	Russell & Co	
Presto	Laidman	Brit. bk	384	Arnhold, Karberg & Co	
Victor	E. Sorensen	Nor. bg	260	Order	

CANTON.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
An-lan †	Godsil	H.I.C.M.	g-b.		
Chen-fui ‡	Wado	H.I.C.M.	g-b.		
Ching-Sing ‡	E. Oboy	H.I.C.M.	g-b.		
Chung-hoi ‡	Demie	H.I.C.M.	g-b.		
How-sang	N. Lamont	Chi. str	800	C. M. S. N. Co	Shanghai
Peng-chao-hai ‡	Palmer	H.I.C.M.	g-b.		
Tien-Po ‡	Longueville	H.I.C.M.	g-b.		

‡ *In the river between Chueng-chow and Canton.*

MACAO.

In port on 8th November, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Brama	Timpe	Ger. bk	380	Wieler & Co	Timor
Camoens	Guimaraes	Port. g-b.	80		
Concordia	J. L. da Silva	Port. bg	226	J. E. d'Almeida	
Dan	Hallberg	Swed. bg	250	Carlowitz & Co	
Spark ‡	Hoyland	Brit. str	140	H. C. & M. Steamboat Co	
Tejo	F. Cabral	Port. g-b.	444		

‡ *Running between Canton and Macao.*

SWATOW.

In port 16th on November, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Amanda	Harms	Ger. sch	225	Dircks & Kruger	
Andreas	Peters	Ger. bk	423	Dircks & Kruger	
Auguste Friedrich	Nielsen	Ger. bk	376	Dircks & Kruger	
Bridge Town	Crisp	Brit. bk	358	Bradley & Co	
Lauderdale	Bice	Brit. sh	8?0	Bradley & Co	
Marco Polo	Jagers	Ger. bk	358	Dircks & Kruger	
Marquis of Argyle	McKeon	Brit. bk	500	E. Vincent & Co	Singapore
Nicoline	Ahlmall	Ger. bk	313	Dircks & Kruger	
Oceanus	Brorsen	Ger. bk	207	Dircks & Kruger	
Peter	Rickelsen	Ger. bk	399	Dircks & Kruger	
Rebecca	Bungaard	Ger. bk	404	Dircks & Kruger	
Saturnus	Wulff	Ger. bk	608	Dircks & Kruger	
Sosterk	Alm	Nor. bk	299	E. Horton	
Tek-li	Petersen	Ger. bk	350	Dircks & Kruger	
Tuck Sing	Marshall	Brit. bk	388	Order	
Velocity	Martin	Brit. bk	500	Dircks & Kruger	

AMOY.

In port on 20th November, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Adeline		Ger. sch	132	H. A. Petersen & Co	
Baltic		Ger. bk	318	Pasedag & Co	
Burton Stather		Brit. bk	421	Boyd & Co	Saigon
Catherine		Dan. bk	316	H. A. Petersen & Co	
Craig Ewan		Brit. sch	204	Boyd & Co	
Eniie		Brit. bk	335	Johnston & Co	
Flensborg		Dan. bk	338	H. A. Petersen & Co	
Janet		Brit. bk	217	Johnston & Co	
Leander		Brit. sh	848	Elles & Co	New York
Merlin		Brit. sch	248	Boyd & Co	
Meteor		Siam. bk	395	H. A. Petersen & Co	Bangkok
Nyborg		Dan. bk	255	H. A. Petersen & Co	Samarang
Palma		Ger. bk	299	Pasedag & Co	
Rebecca		Ger. sch	241	Pasedag & Co	Bangkok
Seamen's Bride		Siam. bk	314	Pasedag & Co	Singapore
Sophie		Ger. bg	210	Pasedag & Co	Bangkok
Soo Tek Seng		Siam. sch	314	Johnston & Co	

FOOCHOW.

In port on 20th November, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Gleam	Burgess	Brit. bk	291	Adamson, Bell & Co	Colonies
Statelie	O'Brien	Brit. sh	1075	Jardine, Matheson & Co	Singapore
Walter Seigfried	Stolp	Ger. bk	416	Siemssen & Co	

SHANGHAI.

In port on 24th November, 1875.

The names of the numerous steamers, tugs small craft, and receiving hulks employed on the Yang-tsze are not included in this table.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Adele	Fox	Amr. sch	387	Frazar & Co	
Albert Victor	Bevis	Brit. bk	314	Order	
Borealis	Beard	Brit. sh	920	Jardine, Matheson & Co	
Challenge	Cottier	Brit. bk	599	Jardine, Matheson & Co	New York
Charon Gattana	Ulrich	Siam. sh	628	Chinese	
Chinaman	Mackenzie	Brit. bk	667	Frazar & Co	
Ching Tah	Askins	Chi. bk	456	C. M. S. N. Co	
Edward James	Forbes	Amr. bk	528	Order	New York
Elmstone	Bragg	Brit. bk	698	Olyphant & Co	London
Ethiopian	Faulkner	Brit. sh	838	Adamson, Bell & Co	
Falcon	Westhorp	Brit. bk	793	Adamson, Bell & Co	New York
Fire Queen	Hamilton	Brit. sh	766	Gilman & Co	
Geo. Thompson	Mill	Brit. sh	1127	Heard & Co	
Harlow	Stephens	Brit. sh	891	Adamson, Bell & Co	
James S. Stone	Hallett	Amr. bk	710	Frazar & Co	
Kronprindsessen	Hansen	Dan. bk	344	Ed. Schellhass & Co	
Leucadia	Mearns	Brit. sh	896	Adamson, Bell & Co	New York
Lulu	Ryan	Amr. sch	938	Nile Moller	New York
Mikado	Ilberg	Brit. sh	643	Little & Co	
Noemi	Anoam	Fren. bk	354	Lane, Crawford & Co	
Serpent	Abel	Brit. bk	258	Lane, Crawford & Co	
Success	Brahn	Siam. bk	393	Choon Seng & Co	
Tamerlane	Bailey	Brit. sh	764	Jardine, Matheson & Co	London
Union	Barry	Brit. bk	581	Lane, Crawford & Co	
Warden Appleby	Posthumus	Brit. bk	243	Nile Moller	
Yokohama	Silbonette	Fren. bk	786	Chapman, King & Co	

YOKOHAMA.

In port on 19th November, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
City of Quebec	Davidson	Brit. sh	707	P.M.S.S. Co	
Formosa	Uldemp	Ger. bk	445	H. Abrens & Co	
Jessie Jamieson	West	Brit. bk	465	J. C. Frisar & Co	
Mary Jane	Crighton	Brit. sch	165	E. C. Kirby & Co	
Parmenio	Abbott	Brit. bk	369	Captain	
Shalimar	Walker	Brit. sh	1596	Order	
Wm. Van Namé	Watts	Amr. bk	466	Carl Rohde	

MANILA.

In port on 12th November, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Chica		Span. sh	1174	Cosulla & Co	
Conchita		Span. bk	408	F. Reyes	
Esplorador		Span. bg	207	Vidal herm.s & Co	
Francis B. Fay		Amr. bk	865	Russell & Sturgis	
Game Cock		Amr. sh	1113	Russell & Sturgis	San Francisco
Hastings		Brit. bk	541	Peele, Hubbell & Co	
Harkaway		Brit. bk	872	Russell & Sturgis	
Helicon		Amr. sh	1199	Russell & Sturgis	
Janet Ferguson		Brit. sh	581	F. J. Reynolds	
Lord of the Isles		Brit. sh	647	Smith, Bell & Co	
Manila II		Ger. bk	497	C. Heinszen & Co	
Nuevo Lantaro		Span. bk	433	Inchausti & Co	
Remus		Brit. bk	763	Smith, Bell & Co	
Roudee		Brit. sh	1036	Ker & Co	London
Sooloo		Amr. sh	969	Ker & Co	
The Sir J. Family		Brit. sh	1050	T. Hermann & Co	
Thomas Bell		Brit. sh	838	F. Richardson & Co	
Trinidad		Span. bk	344	Larrinaga & Co	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns	H.P.	Captain.	Where At.
Audacious	double sc. frigate	14	800	Captain P. H. Colomb	Hongkong
Charybdis	steam corvette	17	400	Captain T. E. Smith	Kobe
Curlew	double sc. gun vl.	3	160	Comdr. E. J. Church	Yokohama
Dwarf	double sc. gun vl.	4	20	Comdr. Hon. Dawson	Nagasaki
Egeria	double sloop	4	120	Comdr. R. Turton	Singapore
Fly	double sc. gun vl.	4	120	Comdr. John Bruce	Singapore
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	Hongkong
Growler	double sc. gun vl.	4	120	Comdr. W. Stewart	Tientsin
Hart	double sc. gun vl.	4	120	Comdr. T. H. Royse	Hongkong
Hornet	double sc. gun vl.	4	120	Lieut. A. F. S. Clair	To Kiukiang
Kestrel	double sc. gun vl.	4	100	Comdr. Theobald	Chefoo
Lapwing	double sc. gun vl.	3	160	Comdr. Sir W. Wiseman, Bart	Hongkong
Meanee	military hospital	—	—	——	Hongkong
Midge	double sc. gun vl.	4	120	Comdr. Grant	Foochow
Modeste	steam corvette	14	350	Captain A. Buller	Singapore
Mosquito	gun-boat	4	60	Lieut. Comr. Paul	Hankow
Ringdove	double sc. gun vl.	3	160	Comdr. Singleton	Singapore
Swinger	double sc. gun vl.	2	60	Lieut. Comr. Bolitho	Nagasaki
Sylvia	double sc. gun vl.	—	160	Captain St. John	Kobe
Thalia	steam corvette	6	400	Capt. H. B. Woollcombe	Shanghai
Thistle	double sc. gun vl.	4	120	Comdr. F. Stirling	Singapore
Victor Emanuel	receiving ship	14	—	Commodr. J. E. Parish	Hongkong
Vigilant	despatch vessel	2	250	Lieut. H. C. D. Ryder	Hongkong

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Laclochiterie	French g-b.			Rierenur
Montcalm	French cor.	3833		Krantz
Talisman	French cor.	486		M. St. Heilaire

SHIPPING IN THE CHINA WATERS.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
		WHAMPOA.			
		STEAMERS.			
Lintin		Brit. str	69	Kwok Acheong	

Printed and Published by WILLIAM H. BELL, Wyndham Street, Hongkong.